



***REGENERATION AND SUSTAINABLE  
DEVELOPMENT SCRUTINY COMMITTEE***

***10.00 AM FRIDAY, 25 FEBRUARY 2022***

***REMOTELY VIA TEAMS***

**All mobile telephones to be switched to silent for the duration of the meeting**

**PART 1**

1. Welcome and Roll Call
2. Chairs Announcements
3. Declarations of interest
4. Minutes of Previous Meeting (*Pages 5 - 54*)
  - 3 December 2021
  - 14 January 2022
5. Global Centre of Rail Excellence - Progress Update (*Pages 55 - 60*)
6. Pre-Decision Scrutiny  
To select appropriate items from the Cabinet Board agenda for pre-decision scrutiny (reports enclosed for Scrutiny Members)
7. Forward Work Programme 2021/22 (*Pages 61 - 64*)
8. Urgent items  
(whether public or exempt) at the discretion of the Chairman

pursuant to Section 100B (4) (b) of the Local Government Act 1972

9. Access to Meetings

To resolve to exclude the public for the following item(s) pursuant to Section 100A(4) and (5) of the Local Government Act 1972 and the relevant exempt paragraphs of Part 4 of Schedule 12A to the above Act.

**PART 2**

10. Pre-Decision Scrutiny of Private Item/s

To select appropriate items from the Private Cabinet Board agenda for pre-decision scrutiny (reports enclosed for Scrutiny Members)

**K.Jones**  
**Chief Executive**

**Civic Centre**  
**Port Talbot**

**Friday, 18 February 2022**

**Committee Membership:**

**Chairperson: Councillor S.K.Hunt**

**Vice**

**Chairperson: Councillor R.L.Taylor**

**Councillors:** D.Cawsey, C.J.Jones, H.N.James, S.M.Penry,  
S.Pursey, S.Rahaman, N.T.Hunt, S.Bamsey,  
J.Evans and S.A.Knoyle

**Notes:**

- (1) If Committee Members or non-Committee Members wish to have relevant items put on the agenda for future meetings, then please notify the Chief Executive/Chair eight days before the meeting.*

- (2) *If non-Committee Members wish to attend for an item of interest, then prior notification needs to be given (by 12.00 noon on the day before the meeting). Non-Committee Members may speak but not vote, or move or second any motion.*
- (3) *For pre scrutiny arrangements, the Chair will normally recommend forthcoming executive items for discussion/challenge. It is also open to Committee Members to request items to be raised - though Members are asked to be selective here in regard to important issues.*
- (4) *The relevant Cabinet Board Members will also be invited to be present at the meeting for Scrutiny/ Consultation purposes.*
- (5) *Would the Scrutiny Committee Members please bring the Cabinet Board papers with them to the meeting.*

This page is intentionally left blank

## Regeneration and Sustainable Development Scrutiny Committee

(Remotely via Teams)

**Members Present:**

**3 December 2021**

**Chairperson:** Councillor S.K.Hunt

**Vice Chairperson:** Councillor R.L.Taylor

**Councillors:** D.Cawsey, H.N.James, S.Pursey, S.Rahaman, N.T.Hunt and S.A.Knoyle

**Officers In Attendance:** C.Morris, S.Brennan, A.Griffiths, H.Jones, J.Woodman-Ralph, L.Beynon, N.Chapple, A. Collins and C.Plowman

**Invitees:** Councillors A.Wingrave, L.Jones, C.Clement-Williams, N.J.E.Davies, J.Jones, S.Jones and S.H.Reynolds

---

### 1. **Declarations of interest**

The following Members made a declaration of interest:

Cllr. S. Pursey -	Re. Cabinet Board Agenda Item 8 - Active Travel (Wales) Act 2013 - Review of the NPT Active Travel as he took part in the consultation and his responses and suggestions were among those to be approved in the report.
-------------------	---

### 2. **Minutes of Previous Meeting**

The minutes of the meetings held on 17 September 2021 and 22 October 2021 were approved.

### 3. **Rhondda Tunnel Society Presentation**

Members received a presentation from the Project Secretary and the Chair of the Rhondda Tunnel Society; the presentation detailed the following three main themes:

- Project costs;
- Creating a 'must visit' attraction;
- Plans to move the project at Blaengwynfi forward.

It was noted that a technical subcommittee had been established, and was made up of retired Senior Engineers; the subcommittee had produced detailed plans for the tunnel, which had been endorsed by the Associate Director of Arup in Cardiff.

The Committee was informed that the physical work of the project will take 18 months; and the project costs included the following:

- Visitor Centres at both ends of the tunnel;
- Micro-hydro schemes at both ends of the tunnel; the Society was working with Natural Resources Wales (NRW) to develop these. It was added that the Micro-hydro schemes will provide green power, and will also provide the opportunity to put in place remote working facilities in the Visitor Centres.

The Project Secretary of the Society confirmed that the project cost had been validated by Corderoy, Quantity Surveyors; and the estimate given for the overall project was £13.111million.

Members were informed that South Wales had two abandoned long railway tunnels, one situated between Abernant and Merthyr, and the other in Rhondda, Blaengwynfi; Rhondda Cynon Taf (RCT) Council had a portal in both tunnels. It was stated that the Abernant-Merthyr tunnel was an active travel route between Merthyr and Aberdare, and the Rhondda tunnel was more of a visitor attraction and would be the longest tunnel in Europe. In regards to the Abernant-Merthyr tunnel, it was noted that it had continued with public funding but has received little public support; however Merthyr Council continues to lobby hard for support. The Project Secretary explained that the Rhondda tunnel had received huge public support, however, has received very little public funding in the last few years; strong support from Neath Port Talbot (NPT) Council could help balance this.

The following points were highlighted in regards to the current situation:

- Both tunnels were owned by the Westminster Department for Transport (DfT);
- The DfT confirmed they will transfer the tunnels to Welsh Government with a small sum; £60k for the Rhondda tunnel, however Welsh Government wanted several million pounds for it;
- Chris Bryant, Member of Parliament (MP), was going to be approaching DfT on behalf of the Welsh Government for funds;
- RCT Council were in the process of recruiting a consultant to work on writing an application through the Heritage Lottery Fund for £5million specifically for the Rhondda tunnel.

A video was played to the Committee, which showed Chris Bryant MP in Westminster, inviting Grant Shapps MP to visit the Rhondda tunnel.

It was stated that the middle of the Rhondda tunnel was dry and mild all year, and it had 526 alcoves which provided many opportunities; the tunnel offered a huge exhibition space, and one idea was to use the alcoves for interactive displays of Welsh history. It was added that some displayed could be sponsored, and there was a lot of interest from the National Library of Wales; those working on the project had many different ideas, and welcomed further ideas to be presented. Another suggestion highlighted was to use the bare walls for sound and light displays.

The Committee were presented with plans for the proposed display section of the Rhondda tunnel; there were plans to put a removable barrier down the middle, to widen the tunnel out to its full width (4.3 meters) and to allocate a side for pedestrians to walk down with alcove displays, and the other side for cyclists to use.

Members were informed of the plans to extend the tunnel slightly, which will make the tunnel over two miles long; it would take an hour to walk from one end to the other. It was noted that developing such a long tunnel would be a challenge and needed to be considered carefully, however it would be special for South Wales; this was why there was a lot of emphasis on the facilities/displays in the tunnel, as these elements will make it more than Europe's longest walking/cycling tunnel.

The presentation included pictures of the Rhondda tunnel site in Blaengwynfi from the 1970s and how it looked today; displaying how much the site had changed. It was mentioned that a deep hole was

needed to access the tunnel portal, and from this there will be lots of spoil to be moved; the current plan was to excavate the approach cutting. Members were informed that a company called hyperTunnel had approached the Society with a new tunnelling technology to create an extension to the tunnel. The Project Secretary explained what the company would do to create much less disruption and spoil, and less change at Blaengwynfi; there was also plans to look into a "Cut and Cover" alternative which was more conventional.

Images were shared displaying the current plans and thoughts for the access point of the Rhondda tunnel; the extension would bring the tunnel portal to the surface, which would prevent the hillside from being disrupted.

A brief summary of the hyperTunnel technique was provided to Members; along with the detailed plans drawn up by the technical subcommittee. The detailed plans highlighted the amount of spoil that would need to be removed and deposited if the tunnel was excavated, and also if the tunnel was extended.

A discussion took place in regards to the ownership of the tunnel; a map was displayed, which highlighted the areas of land that NPT Council owned. It was explained that the majority of the tunnel, including the site for the proposed extension, was within NPT land; therefore, the future planning application will be presented at a meeting of the NPT Council Planning Committee.

The following points were highlighted in the summary of the presentation:

- The Rhondda Tunnel Society had been campaigning since 2015;
- There had been huge political support, however endless reports and delays;
- The Society wanted to raise the funds for a Blaengwynfi extension, independently of public funding;
- The air shaft could be opened for abseiling to bring in visitors before the main tunnel opened, which would start to bring in benefits while the rest of the tunnel was being developed;
- Tentative offers of some funding had already been received;
- Discussions had taken place with RCT Council regarding providing the "match funding", which was essential for most bids;



- The Society was still waiting for a full costing proposal from hyperTunnel. However, some estimates had been considered with regards to how much money it would cost to implement the “Cut and Cover” alternative;
- A letter had been received from the Railway Heritage Trust, who awarded a grant of £100,000 towards the reopening of the Blaengwynfi portal of the Rhondda tunnel. They had also offered further monies next year, although this needed to be confirmed in the budget they were negotiating with National Highways.

Members stated that it was refreshing to see the ambition and commitment to a project; however, mentioned that a lot of the progress will be determined by how much money the UK Government will be willing to commit. It was noted that going forward, it would be vital to keep an eye on the various funding streams and financial opportunities that could become available in the near future; Members were willing to help by lobbying local MPs.

The Local Members in attendance at the meeting provided their support for the project and commended the work that had been completed so far; Members also highlighted the importance of this type of project to the Afan Valley.

Members were informed of the various phases of work that were proposed; although it was noted that some of this would depend on the funding package between Westminster and Welsh Government. One of the first phases that was highlighted was to submit a planning application to open the portal at Blaengwynfi, in order to gain access to the tunnel; and then converting the air shaft into the abseiling element. It was stated that this will start the project, and the momentum was anticipated to be carried forward after this; there were various jobs that could be completed at a fairly low cost, while funds were gathered to complete the rest of the work.

It was queried whether the Society would need the ownership transferred from DfT before the development work can start; the work relating to the extension was situated entirely within NPT land, therefore the ownership would not need to be transferred to start this element of the work.

A discussion took place in regards to the link between the infrastructure and tourism of the project. It was confirmed that on the Rhondda side, there was a bus turning circle in Blaencwm which

would be of use; there was also a 20 minute bus service down the valley, which was within 400 meters of the portal in the Rhondda. In terms of future plans, it was noted that the Society was looking to include a traffic free cycle route to Treherbert station, and a shuttle bus for those who only wanted to walk one way through the tunnel; the shuttle bus would then take those individuals back to the start. It was added that the Society would also like to develop a hire bike route, which will spread the benefits right throughout the valley. The Project Secretary confirmed that the Society would work with NPT Council as much as possible, especially during the pre-planning stage, to discuss these elements.

Members thanked the Project Secretary and the Chair of the Rhondda Tunnel Society for their presentation and the work that had been put in so far to take the project forward.

#### 4. **Asset Sponsorship - Verbal Update**

Officers provided a verbal update on the topic of Asset Sponsorship, covering two main areas; a status report on roundabout sponsorships and the progress made with Clear Channel who operate bus stops.

The Commercial Coordinator for the Council provided Members with background information on asset sponsorships; highlighting that it had been recognised over the years that there was potential income generation opportunities presented by assets such as roundabouts, roadside verges, lighting columns etc.

##### Roundabout Sponsorships

Members were advised that after a tender process in 2011, the Council chose to outsource the management and sales function of providing advertising opportunities on roundabouts to generate funding, to a company called Immediate Solutions; the first advertisement was put up in Neath Port Talbot (NPT) in 2012, and in June 2017 the Council extended the contract for a further four years. It was noted that during the first few years of the contract extension, the revenues matched expectations; however, not long after, the revenue started to decrease.

It was explained that after consulting with various Members and Officers, the Council chose to hand in the three months' notice of contract termination to Immediate Solutions; it was felt that this work could be elevated by bringing it in-house, and various opportunities

for customers could be explored, as well as generating more income than what had been received previously.

The Committee was informed that at the end of June 2021, the contract with Immediate Solutions expired; since then the Council had been novating contracts over for the existing sponsored roundabouts, and establishing the portfolio and systems that needed to be put in place in order to offer those opportunities to local customers. The various benefits of operating this locally were highlighted; including being able to read the market to understand what businesses want to advertise, being able to respond much quicker when something goes wrong, and generating more income.

A summary was provided, in which the Committee was informed that the Commercial Coordinator had been in contact with potential customers for roundabout advertisement in the area, and had a number of orders lined up.

### Bus Stop Advertising

Officers explained that a company called Clear Channel currently sells the bus stop advertising in NPT; the Council owned the majority of the structures of the bus shelters in the County Borough, and Clear Channel own around 10.

It was stated that the Council had a replicable agreement in place with Clear Channel in which they were to maintain and repair any damages to the bus shelters that they used for advertisement; this was in return for allowing them to do so.

Members were informed that the Commercial Coordinator recently carried out research in regards to bus stop advertisement, and found that other Local Authorities received commission on them; following this, Officers proceeded to go through the relevant processes in order for NPT Council to obtain commission. It was highlighted that a recommendation had been made to re-sign a further five year agreement with Clear Channel, however this time with a set amount of money included as part of the contract; including a set annual fee for every poster that they wish to change to a digital screen. Officers stated that the digital screens were growing in popularity; the company had an ambitious roll out to change many of the posters in prime locations, to digital screens. It was added that Officers were moving forward on this recommendation; Senior Officers were currently looking over the detail.

### Other Key Areas of Work

In addition to the above, it was highlighted that the Commercial Coordinator had been speaking to small local businesses, and found that there were very few opportunities for them to advertise and promote themselves; for example, bus shelter advertisements were mainly utilised by national companies and were quite expensive. Officers mentioned that because of this, some small businesses will use illegal fly posters and/or banners to advertise. In order to reduce the use of illegal advertisement, Officers were hoping to create smaller, short term opportunities for local advertisement at a cheaper cost; the Council could manage the inventory and generate income from this, as well as supporting its local businesses.

A discussion took place in regards to the health and safety risks of the illegal forms of outdoor advertisement such as banners. It was confirmed that Officers were working on a policy which will cover all the relevant elements relating to this matter; however, enforcement of illegal signage went hand in hand with having opportunities to offer these business. It was added that providing local businesses with advertisement opportunities could help to reduce the amount of illegal advertisement; and the policy will provide consistency and assist in controlling the matters, and will be a document which all parties can understand and refer to.

Members asked if there was potential for income to be generated for sponsorships in other ways. Officers confirmed that there were endless opportunities of creating revenue; Local Authorities had a 100% reach of their audience, the residents of the area, and one of the main tasks was to find different ways to connect with them.

In addition to generating income, it was also noted that aiding communication between local businesses and local customers was important; Councils can create and sell opportunities independently, and by supporting local businesses, it helps to put the money back into the community.

It was highlighted that the work around asset sponsorship, and supporting local business provided the opportunity for individuals to obtain a sense of place and community; there were many benefits to this such as improving the local environment and adding links to tourism.

The Commercial Coordinator was commended for their hard work on asset sponsorships, and Members welcomed further updates in the future.

Following scrutiny, the update was noted.

## 5. **Pre-Decision Scrutiny**

The Committee chose to scrutinise the following Cabinet Board items:

### Active Travel (Wales) Act 2013 - Review of the NPT Active Travel

\*Cllr S. Pursey reaffirmed his interest at this point and withdrew from the meeting for this item only\*

Members were presented with a report relating to the Active Travel (Wales) Act 2013; a Review of the NPT Active Travel.

It was highlighted during the meeting that information had been omitted from Appendix 3 of the circulated report. An updated version was circulated at the meeting and appended to the minutes for information.

The Planning Policy Manager provided a brief overview of the proposals contained within the circulated report.

The Local Member for Gwaun-Cae-Gurwen, in attendance at the meeting, had encouraged residents to get involved in the recent consultation; there was a lot of interest from them, and many did submit a response. However, they were disappointed to see that the high priority areas appeared to be in the populated areas; the importance of having more connectivity in the valley communities was highlighted, and concerns were raised in regards to the conflicting policy developments.

Officers made reference to the Welsh Government Prioritisation Matrix which was used as a guide to score the routes by using a criteria, which was detailed in the circulated report; the scoring system was automated via a GIS system, and the resulting scores determine whether a route was prioritised as a high, medium or low priority. Members were informed that this system was indicative, and it was confirmed that Officers had liaised with Welsh Government to see if this could be changed; Welsh Government informed Officers that the system was simply a tool for Councils to use. The circulated report proposed a further two week consultation, to inform the public of the classification and prioritisation of the routes; and to gather

comments from the communities with regards to this, which Officers will take on board.

Additional to this, it was stated that there will be another, more detailed and robust, assessment which will look in detail at elements such as; if the route has planning permission, the land ownership, and the impacts on biodiversity.

Officers reassured Members that there was scope to add in strength of feeling and local need, and hoped that the extra two week consultation will achieve this; ideally Officers would have liked to extend this period, however, the timescales and deadlines for this work were extremely tight and fast approaching. It was noted that the next few weeks would be important in terms of gathering further comment from communities, in order to identify particular routes that may stand out, especially in the valley areas.

It was acknowledged that since the Active Travel (Wales) Act was established, the focus of the funding had been allocated to built-up areas such as town centres; these areas had the biggest impact, and were places in which Active Travel could be easily achieved. However, it was mentioned that the Council had a role to identify where gains could be achieved in the more isolated communities; conscious efforts had been made, through the various stages of the maps, to try and better connect the valley communities.

Members were encouraged to signpost their constituents to the additional two week consultation, which will capture final comments on the Active Travel routes.

Following the presentation that was received earlier in the meeting on the Rhondda Tunnel Project, Members highlighted that there were no significant Active Travel routes linked to this location. Officers explained that they had been involved in discussions with the Rhondda Tunnel Society regarding this matter. It was noted that Active Travel had a specific meaning in Wales; it facilitated short distance, purposeful journeys to places such as schools and shops. Members were informed that the Rhondda tunnel site was more tourism related, and on that basis it would be extremely difficult to justify the inclusion of routes based on the criteria and how the Act was written; routes that were only for tourism and recreational related purposes, did not align with the ideas and underlying principles of Active Travel. Officers added that there could be opportunities in the

future, which could bolster the argument for these schemes to be in place at these types of locations.

The Committee raised concerns with the current staffing issues in the service, and stated that additional resource could help Officers to achieve more out of the Active Travel agenda. The Head of Planning and Public Protection confirmed that resource was a significant issue at the moment. It was explained that the delivery of the Active Travel function in NPT Council was split between two services; the Planning Policy Service dealt with the strategic side in terms of the development of the maps, and the Engineering and Transport Service dealt with the delivery and implementation. It was stated that the Teams were currently discussing how the service could be improved internally; questioning if the delivery of the Active Travel agenda needed to be restructured or realigned. It was recognised that since the Act was established, the agenda had developed significantly; there was far more work required now.

It was asked if there would be a continued programme of funding from Welsh Government going forward with the Active Travel agenda. Officers anticipated that the funding would continue, and projected that the pot of monies available for Active Travel would likely increase due to the ambition to roll this out more extensively across Wales; the Active Travel was very much at the heart of Welsh Government policy and was embedded into a lot of what was being pushed out to Local Authorities. However, it was stated that the pot of money for this was finite as it was shared amongst all Local Authorities across Wales.

Furthermore, Members were encouraged to lobby Members of the Senedd; this could improve the share out of the money. It was noted that Officers had a role to ensure that the correct narrative was included when submitting the funding bids to Welsh Government, in order to support the bids.

Following scrutiny, the Committee was supportive of the proposals to be considered by the Cabinet Board.

#### Key Performance Indicators 2021 2022 – Quarter 2

The Key Performance Indicators 2021/2022 for Quarter 2 were presented to the Committee.

Reference was made to the number of PM10 breaches in the Air Quality Management Area (Port Talbot / Taibach); Members asked for clarity on the figures included in the circulated report.

Officers informed the Committee that the actual target of exceedances each year was 35; the figures in the circulated report indicated that the Council was currently below the target. It was explained that the half of year target for 2021/22 was 18 breeches, and the Council was at 17 breeches. However, it was highlighted that the Council was experiencing more exceedances this year in comparison to the previous year; the Head of Planning and Public Protection had spoken to Officers regarding why this was the case. It was noted that Officers recently had a meeting with Welsh Government on this particular issue, and it was found that the likely source of the breeches were from TATA Steelworks; Welsh Government requested Natural Resource Wales (NRW), who were the regulators of the TATA operation, to investigate what the increases could be related to.

Members were informed that the investigation was still ongoing, and there was no obvious reasons for the increase that had been reported at this stage; NRW had suggested that it could be related to the fact that production had reduced on site, which could sometimes cause fugitive emissions from the stock piles. It was added that TATA had been asked specifically to treat those stock piles in case they were the source. Officers mentioned that there were also parts of the operation which would shortly need replacing or renewal; when these were actioned, the situation could be improved. Officers stated that the increase in breeches was a concern, however this was being closely monitored, and would continue to be through Quarters 3 and 4 of the reporting year.

It was highlighted that if the pilot study regarding the sensors that was currently underway was successful, it could allow for Officers to gain a better understanding as to the location of the localised pollution; this could assist as part of the investigation going forward.

Following scrutiny, the Committee noted the report.

#### Neath Port Talbot Replacement Local Development Plan (RLDP) 2021-2036

Officers provided a report on the Neath Port Talbot Replacement Local Development Plan (RLDP) 2021-2036.

Members were pleased to see the inclusion of in person engagement, where appropriate, in the report; this provided a balance, and the ability to target a wider demographic, as not everyone was able to engage online. Furthermore, it provided the Council with much more



flexibility in regards to community engagement. Officers stated that the pandemic highlighted the need to be flexible and that circumstances can change quite quickly; the flexibility that had been built into the delivery agreement will ensure that whatever the circumstances at any given time, the Council will be able to engage efficiently with the community.

Officers reassured Members that the RLDP review would be comprehensive, and would look at every single topic that the LDP covered; it will also look at any policy areas that the Council did not have policy framework coverage for. It was noted that the LDP will be backed up by a significant amount of evidence; if the evidence suggests that a policy would be required, then the Council was duty bound to develop that policy accordingly.

A discussion took place in relation to the timeframe for submitting candidate sites; the Team were currently working on the candidate site assessment methodology and the guidance notes. It was hoped that these would be published on the website mid-January 2022; the call for candidate sites officially started in March 2022 and would run through until May 2022. It was mentioned that the register would be published in May 2022, after the Local Government Elections. Members were informed that the circulated report contained the full timeline of the RLDP.

Following scrutiny, the Committee was supportive of the proposal to be considered by the Cabinet Board.

#### Transforming Towns Place Making Grant

Members were updated on the funding received from the Welsh Government to deliver the Transforming Towns Programme, South West Wales, Place Making Grant (TTPM).

It was asked if the Council had made preparations in order to make the most of the grant. It was explained that there was £4.5 million allocated to the Region; this provided NPT Council with around £1.1million, however there was an opportunity to ask for more if needed. Officers predicated that the allocated amount would be spent, and more money may be required in order to deliver the projects that were lined up; some of these included renovating commercial premises, and some smaller jobs such as the markets and pop up shops.

The Team recognised that a lot of Welsh Government money was being allocated to the larger urban areas; Officers put forward a long list asking of proposed works in secondary settlements, such as Taibach, Skewen, Cymmer and Gwaun-Cae-Gurwen. However, it was noted that this was not backed up by Welsh Government, and Officers were told that they had to focus on the larger settlements. Members were informed that this did not prevent any other settlements from being put forward, if Officers were able to submit a strong case to Welsh Government; Members were encouraged to contact the Team if they had a specific case.

A discussion took place in regards to the digital agenda for transforming towns, and it was queried if the Transforming Towns Place Making Grant could be utilised for digital works. Officers stated that the circulated report looks at providing an understanding of how digital could be used to improve footfall and measure footfall etc.; and that the City Deal work was more aligned to the digital agenda, and will have its own funding streams to carry out some of that work.

The difficulty of applying and proceeding with grant applications was raised; Members asked if Officers were still able to meet the support needs for the businesses who were able to qualify for the grant. It was noted that Officers would help in whatever way they were able to; however, this was limited due to staffing hours and limited resources. Officers acknowledged the challenge, and mentioned that it was difficult to distribute the money; a lot of infrastructure needed to be put in place to ensure that the money was distributed fairly and fitted in with the criteria of the grant.

Officers confirmed that they would provide a follow up report outlining the funding opportunities that the Council was going to take forward and how the money was going to be used.

Following scrutiny, the Committee noted the report.

6. **Forward Work Programme 2021/22**

Members noted the Regeneration and Sustainable Development Scrutiny Forward Work Programme for 2021/22.

7. **Access to Meetings**

**RESOLVED:** that pursuant to Section 100A(4) and (5) of the Local Government Act 1972, the public be excluded for the following items of business which involved the likely disclosure of exempt

information as defined in Paragraph 14 of Part 4 of Schedule 12A to the above Act

8. **Pre-Decision Scrutiny of Private Item/s**

The Committee scrutinised the following private Cabinet Board item:

Rhondda Tunnel Project Update

Members were provided with an update in respect of the Rhondda Tunnel Project.

The Chair summed up the discussions that had taken place; and highlighted that Members would need to determine which of the two options, contained within the circulated report, they would be recommending to Cabinet Board.

A formal amendment to 'Option B' contained within the circulated report was proposed and seconded:

For the time being, the Council should retain its current position, in so much as we will support the project in principle, providing advice where necessary to any third parties involved in the project, but will not take on any formal responsibility for future fund raising in respect of potential match-funding commitments. Neither will we assume any ownership of the tunnel, shared or otherwise, or accept any responsibility for future management of the tunnel, including any subsidy requirements. This position will be kept under review, and may be amended in the future, should the project progress towards delivery to the satisfaction of the Council and bring benefit to Neath Port Talbot County Borough with future reports being brought back to Members as appropriate.

It was determined that the Committee were in support of the amendment to 'Option B' to be considered by Cabinet Board.

**CHAIRPERSON**

This page is intentionally left blank

## Appendix 3 - Draft classification and prioritisation of Active Travel routes

### Classification of routes

Routes are designated by the importance of the connections they make within the network, they are classified into the following categories:

**Primary routes:** The key connections between neighbourhoods/residential areas and a town or city centre; routes between districts and neighbourhoods; links to main public transport interchanges; other cycle routes which are (or which have the potential to be) used by many cyclists;

**Secondary routes:** These link between the primary routes; links to trip attractors such as schools, colleges, employment sites; cycle routes which are an attractor for a more limited range of users; links to local public transport interchanges and stops; other routes which may cater for fewer cycle journeys than the primary routes but are still of strategic importance within the network Network planning and map preparation;

**Local routes:** All other all-purpose roads, greenways and bridleways that are not necessarily part of a designated route (e.g. many residential streets). This basic network of local routes, although lower in the hierarchy, forms an important part of the cycle network.

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-BLAE-SU001	Blaengwrach	Cwmgwrach to B4242 via Blaengwrach, Heol Wenallt - High Street - Chain Road - A465, Neath	Glynneath , Blaengwrach	Shared use	Secondary	Medium
FR-BLAE-SU002	Blaengwrach	Blaengwrach to Glyn Neath via Empire Avenue & Parish Road, Neath	Blaengwrach	Shared use	Local	Medium
FR-LBA-SU001	Brynamman	Brynamman to Ystragynlais	Lower Brynamman	Shared use	Primary	Medium
FR-LBA-SU002	Brynamman	Amman Rd, Lower Brynamman	Quarter Bach , Lower Brynamman	Shared use	Primary	Low
FR-LBA-SU003	Brynamman	Parc Street, Lower Brynamman	Lower Brynamman	Shared use	Primary	Low
FR-LBA-SU004	Brynamman	Gwilym Road	Cwmllynfell	Shared use	Primary	Low
FR-LBA-SU005	Brynamman	Ystradowen to Cwmtwrch	Cwmllynfell	Shared use	Primary	Low

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-LBA-SU006	Brynamman	Ystradowen to Cwmtwrch	Ystalyfera , Cwmllynfell	Shared use	Local	Medium
FR-LBA-W001	Brynamman	School Street, Lower Brynamman	Lower Brynamman	Walking	Secondary	Low
FR-CROE-SU001	Croeserw	Eastern Avenue, Croeserw	Cymmer	Shared use	Primary	Medium
FR-CROE-W001	Croeserw	Heol Dwyfor, Croeserw	Cymmer	Walking	Secondary	Medium
FR-CRY-C002	Crynant	Crynant to Ystradgynlais	Crynant	Cycling	Primary	Low
FR-CRY-SU001	Crynant	Neath Road, Crynant	Crynant	Shared use	Primary	Medium
FR-NEA-C001	Crynant	Aberdulais to Crynant	Crynant , Aberdulais	Cycling	Primary	Medium
FR-CWM-SU001	Cwmafan	Heol Camlas, Cwmafan	Bryn and Cwmavon	Shared use	Secondary	Medium
FR-CWM-SU002	Cwmafan	Depot Rd, Cwmafan	Bryn and Cwmavon	Shared use	Secondary	Medium
FR-CWM-SU003	Cwmafan	Residential link, Cwmafan,	Bryn and Cwmavon	Shared use	Local	Medium
FR-CWM-SU004	Cwmafan	Cwmafan Rd, Cwmafan	Bryn and Cwmavon	Shared use	Secondary	Medium
FR-CWM-SU005	Cwmafan	Ynys y Gwas Hill, Cwmafan	Bryn and Cwmavon	Shared use	Secondary	Medium
FR-CWM-SU006	Cwmafan	NCN 887, Cwmafan	Bryn and Cwmavon , Port Talbot	Shared use	Primary	Medium
FR-CWM-SU007	Cwmafan	Oakwood ave, Pontrhydyfen	Bryn and Cwmavon , Pelenna	Shared use	Primary	Medium
FR-CWM-W001	Cwmafan	Cwmafan Rd, Cwmafan	Bryn and Cwmavon	Walking	Primary	Medium
FR-CWM-W002	Cwmafan	Tabernacle Terrace, Cwmafan	Bryn and Cwmavon	Walking	Secondary	Medium
FR-CWM-W003	Cwmafan	Old Market Place, Cwmafan	Bryn and Cwmavon	Walking	Secondary	Medium
FR-CWM-W004	Cwmafan	NCN 887, Cwmafan	Bryn and Cwmavon	Shared use	Primary	Medium
FR-CWM-W005	Cwmafan	Heol Jiwbili	Bryn and Cwmavon	Walking	Secondary	Medium
FR-CWM-W006	Cwmafan	Afan Valley Road to Ynys Y Gwas	Bryn and Cwmavon	Walking	Secondary	Medium
FR-CWM-W007	Cwmafan	B4286, Cwmavon	Bryn and Cwmavon	Walking	Secondary	Medium
FR-CYM-SU001	Cymmer	Route Connecting Cymer to NCN route to Glyn Corrwg	Cymmer	Shared use	Primary	Medium
FR-CYM-SU002	Cymmer	NCN 885 Glenavon St to Maesteg Road	Cymmer	Shared use	Primary	Medium

<b>Reference</b>	<b>Settlement</b>	<b>Description</b>	<b>Electoral wards the route passes through</b>	<b>Route use</b>	<b>Route classification</b>	<b>Priority</b>
FR-CYM-SU003	Cymmer	Afan Road to Brynheulog	Cymmer	Shared use	Secondary	Low
FR-CYM-W001	Cymmer	Brytwn Road	Cymmer	Walking	Secondary	Medium
FR-CYM-W002	Cymmer	Recreational route, Cymmer	Cymmer	Shared use	Primary	Medium
FR-GLYN-SU001	Glynneath	B4242, Glyn-Neath	Glynneath	Shared use	Secondary	Low
FR-GLYN-SU002	Glynneath	Glyn-Neath to RCT	Glynneath	Shared use	Primary	Low
FR-GLYN-SU003	Glynneath	Glyn Neath Main Road Glyn Neath Main Road	Glynneath	Shared use	Primary	Medium
FR-GLYN-SU004	Glynneath	New Street to High Street	Glynneath	Shared use	Secondary	Medium
FR-GLYN-SU005	Glynneath	B4242, Glyn-Neath	Glynneath , Blaengwrach	Shared use	Primary	Medium
FR-GLYN-W001	Glynneath	Park Aveue to Morfa Glas	Glynneath	Walking	Secondary	Medium
FR-GCG-C001	Gwaun Cae Gurwen	Pontardawe to Cwmgors	Pontardawe , Gwaun-Cae-Gurwen	Cycling	Primary	Medium
FR-GCG-SU001	Gwaun Cae Gurwen	Brynamman Road	Lower Brynamman , Gwaun-Cae-Gurwen	Shared use	Primary	Medium
FR-GCG-SU002	Gwaun Cae Gurwen	Garnant to Gwaun Cae Gurwen	Garnant , Gwaun-Cae-Gurwen	Shared use	Primary	Medium
FR-GCG-SU003	Gwaun Cae Gurwen	Gwaun Cae Gurwen to Cwmgors	Gwaun-Cae-Gurwen	Shared use	Primary	Medium
FR-GCG-SU004	Gwaun Cae Gurwen	Brook Terrace, Tairgwaith	Lower Brynamman , Gwaun-Cae-Gurwen	Shared use	Secondary	Medium
FR-GCG-W001	Gwaun Cae Gurwen	New Rd, Tairgwaith	Lower Brynamman	Walking	Secondary	Medium
FR-ADU-SU001	Neath	Ffynnon Dawel, access to residential area from Main Road (A4230, A4109), Aberdulais	Aberdulais	Shared use	Secondary	Medium
FR-ADU-SU002	Neath	Tonna to Cadoxton via Main Road (A4230, A4109, A465), Station Road & Dulais Fach Road (B4434), Neath	Cadoxton , Tonna , Aberdulais	Shared use	Primary	Medium
FR-BRYN-SU0001	Neath	Bryncoch to Neath Road (A474) via Main Road, Neath	Bryn-Coch South , Bryn-Coch North	Shared use	Primary	Medium

<b>Reference</b>	<b>Settlement</b>	<b>Description</b>	<b>Electoral wards the route passes through</b>	<b>Route use</b>	<b>Route classification</b>	<b>Priority</b>
FR-BRYN-SU0002	Neath	Dwr-Y-Felyn Road to Main Road via Cloda Avenue & Ty'n Yr Heol Road, Caerwern	Bryn-Coch South , Bryn-Coch North	Shared use	Secondary	Medium
FR-BRYN-SU001	Neath	Main Road, Bryncoch to Neath Road (A474), Bryncoch	Bryn-Coch North	Shared use	Primary	Medium
FR-BRYN-SU002	Neath	Cloda Avenue to Ty'n Yr Heol Road, Caerwern	Bryn-Coch South , Bryn-Coch North	Shared use	Secondary	Medium
FR-BRYN-SU003	Neath	Neath Road (A474) to Main Road, Bryncoch	Bryn-Coch South , Bryn-Coch North	Shared use	Primary	Low
FR-BRYN-SU004	Neath	Heol Llwyn Celyn to Priory Court, Caerwern	Bryn-Coch South	Shared use	Local	Medium
FR-BRYN-SU005	Neath	Dwr y Felin to Penywern Road via Llygad Yr Haul, Caerwern	Bryn-Coch South	Shared use	Secondary	Medium
FR-BRYN-SU006	Neath	Heol Llywnon, Caerwern	Bryn-Coch South	Shared use	Local	Low
FR-BRYN-SU007	Neath	Llygad Yr Haul to Dwr Y Felin Road, Caerwern	Bryn-Coch South	Shared use	Local	Medium
FR-BRYN-SU008	Neath	llewelyn Road to Penywern Road (A474) via Llewellyn Avenue & Dynevor Avenue, Caerwern , Bryncoch	Bryn-Coch South	Shared use	Primary	Medium
FR-BRYN-W001	Neath	Elias Drive to Main Road via Furzeland Drive, Bryncoch	Bryn-Coch North	Shared use	Secondary	Medium
FR-BRYN-W002	Neath	Furzeland Drive to Main Road, Bryncoch	Bryn-Coch North	Shared use	Secondary	Medium
FR-BRYN-W003	Neath	Elias Drive to Main Road, Bryncoch	Bryn-Coch North	Shared use	Secondary	Low
FR-BRYN-W004	Neath	Heol Llwyn Celyn to Dwr Y Felin Road, Caerwern	Bryn-Coch South	Shared use	Secondary	Medium
FR-BRYN-W005	Neath	Leiros Parc Drive to Penywern Road (A474) via Herons Way & Daphne Road, Rhydding	Bryn-Coch South	Walking	Secondary	Medium
FR-BRYN-W006	Neath	Leiros Parc Road to Penywern Road (A474), Rhydding	Bryn-Coch South	Walking	Secondary	Low
FR-BRYN-W007	Neath	Heol Illtyd, Caewern	Bryn-Coch South	Walking	Local	Medium



<b>Reference</b>	<b>Settlement</b>	<b>Description</b>	<b>Electoral wards the route passes through</b>	<b>Route use</b>	<b>Route classification</b>	<b>Priority</b>
FR-BRYN-W008	Neath	Heol Y Felin to Dynevor Avenue via Heol Illtyd, Caerwern	Bryn-Coch South	Walking	Secondary	Medium
FR-BRYN-W009	Neath	Twyn Teg to Dwr Y Felin Road, Caerwern	Bryn-Coch South	Walking	Secondary	Medium
FR-CIL-C001	Neath	Pencynor, Cilfrew	Aberdulais	Shared use	Primary	Medium
FR-CIL-C002	Neath	Pencynor, Cilfrew to Main Road (A4230)	Cadoxton , Aberdulais	Shared use	Primary	Medium
FR-CIL-SU001	Neath	Main Road, Cilfrew	Aberdulais	Shared use	Primary	Medium
FR-CIL-SU002	Neath	Main Road (A4230) to Pencynor, Cadoxton	Cadoxton	Shared use	Primary	Medium
FR-CIL-SU003	Neath	Main Road & Church Road (A4230), Cadoxton-Juxta-Neath	Cadoxton	Shared use	Primary	Medium
FR-JerMar-SU-200	Neath	Balwins Crescent, linking to Swansea	Coedffranc West	Shared use	Secondary	High
FR-NAB-SU002	Neath	Dwr Y Felin Road	Cadoxton , Bryn-Coch South	Shared use	Secondary	High
FR-NAB-SU003	Neath	Dwr Y Felin Road	Bryn-Coch South	Shared use	Secondary	Medium
FR-NAB-SU004	Neath	Stratton Way to NPT College and Dwr Y Felin Road	Bryn-Coch South , Dyffryn	Shared use	Secondary	High
FR-NAB-SU005	Neath	Dwr Y Felin Road	Bryn-Coch South	Shared use	Secondary	Medium
FR-NAB-SU006	Neath	Brookfield Wern Ffraith, Neath Abbey	Bryn-Coch South	Shared use	Secondary	Medium
FR-NAB-SU007	Neath	Taillwyd Road to Dwr Y Felin Road	Bryn-Coch South	Shared use	Local	Low
FR-NAB-SU008	Neath	Taillwyd Rd	Bryn-Coch South	Shared use	Secondary	Medium
FR-NAB-SU009	Neath	Neath Abbey Road to Longford Road	Dyffryn	Shared use	Secondary	Medium
FR-NAB-SU010	Neath	Rhyd Hir to Longford Lane	Dyffryn	Shared use	Local	Medium
FR-NAB-SU011	Neath	Longford Road to Rhyd Hir	Dyffryn	Shared use	Secondary	Medium
FR-NAB-SU012	Neath	Heol Penderyn	Dyffryn	Shared use	Local	Medium
FR-NAB-SU013	Neath	The Highlands to Drummau Road	Coffranc North , Dyffryn	Shared use	Secondary	High
FR-NAB-SU014	Neath	Tennant Canal	Coffranc West , Coffranc Central , Dyffryn	Shared use	Primary	Low

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-NAB-SU015	Neath	Penywern Road	Cadoxton , Bryn-Coch South	Shared use	Primary	Medium
FR-NAB-SU016	Neath	Neath Abbey Road, Neath Abbey	Dyffryn	Shared use	Primary	Medium
FR-NAB-W001	Neath	Lon Brynteg, Neath Abbey	Bryn-Coch South	Walking	Secondary	Medium
FR-NAB-W002	Neath	Heol Glynderwen to Wern Fraith	Bryn-Coch South	Walking	Local	Medium
FR-NAB-W003	Neath	Brookfield to Heol Glynderwen via Mill Race and Millbank	Bryn-Coch South	Walking	Local	Low
FR-NAB-W004	Neath	Rhiwlas	Bryn-Coch South	Walking	Local	Low
FR-NAB-W005	Neath	The Highlands to Cwm-Clydach Pond	Bryn-Coch South , Dyffryn	Walking	Local	Medium
FR-NAB-W006	Neath	Stratton Way	Dyffryn	Walking	Local	Medium
FR-NEA-SU0003	Neath	Neath Station forecourt	Neath North	Shared use	Secondary	High
FR-NEA-SU0004	Neath	Water Street, Neath	Neath North	Shared use	Secondary	High
FR-NEA-SU001	Neath	Neath Canal Route	Resolven , Tonna , Aberdulais	Shared use	Primary	Low
FR-NEA-SU002	Neath	Brynhyfryd Road to Briton Ferry Road	Briton Ferry West , Neath East , Briton Ferry East	Shared use	Primary	High
FR-NEA-SU002	Neath	Ynysygerwyn Cricket Ground to Abergarwed	Resolven , Aberdulais	Shared use	Primary	Medium
FR-NEA-SU003	Neath	Fforest Hill, Aberdulais	Aberdulais	Shared use	Secondary	Medium
FR-NEA-SU0031	Neath	Victoria Gardens, Neath	Neath North	Shared use	Secondary	High
FR-NEA-SU004	Neath	Main Road (A4109) to Cricket Ground	Aberdulais	Shared use	Primary	Medium
FR-NEA-SU005	Neath	Llantwit Road (B4434) to Pen Y Dre to Prince of Wales Drive, Neath	Neath North , Tonna	Shared use	Primary	High
FR-NEA-SU006	Neath	Riverside Drive (B4434), Neath	Neath North	Shared use	Primary	High
FR-NEA-SU007	Neath	Croff Road (B4434) River Crossing Neath to Town Centre	Bryn-Coch South , Neath North	Shared use	Primary	High
FR-NEA-SU008	Neath	The Square to Neath Abbey Road, Neath	Bryn-Coch South , Neath North	Shared use	Primary	High
FR-NEA-SU009	Neath	Riverside Drive to Bridge Street, Neath	Neath North	Shared use	Primary	High

<b>Reference</b>	<b>Settlement</b>	<b>Description</b>	<b>Electoral wards the route passes through</b>	<b>Route use</b>	<b>Route classification</b>	<b>Priority</b>
FR-NEA-SU010	Neath	Windsor Road to Bridge Street	Neath East , Neath North	Shared use	Primary	High
FR-NEA-SU011	Neath	Milland Road to Commercial Street	Neath North	Shared use	Secondary	High
FR-NEA-SU012	Neath	Milland Road	Neath East , Neath North	Shared use	Secondary	High
FR-NEA-SU013	Neath	Gibbs Row, NCN 46 to Neath Train Station	Neath North	Shared use	Secondary	High
FR-NEA-SU014	Neath	Maes Yr Haf Road to Neath Station	Neath North	Shared use	Primary	High
FR-NEA-SU015	Neath	Castle Street, Neath	Neath North	Shared use	Secondary	High
FR-NEA-SU016	Neath	Wind Street, Neath	Neath North	Shared use	Secondary	High
FR-NEA-SU017	Neath	Prince of Wales Drive	Neath North	Shared use	Secondary	High
FR-NEA-SU018	Neath	Rosser Street	Neath North	Shared use	Secondary	High
FR-NEA-SU019	Neath	Gnoll Park Road to Llantwit Road	Neath North	Shared use	Secondary	High
FR-NEA-SU020	Neath	Hane Street	Neath North	Shared use	Local	High
FR-NEA-SU021	Neath	London Rd to Angel Square	Neath East , Neath North	Shared use	Secondary	High
FR-NEA-SU022	Neath	Alfred Street, Neath	Neath North	Shared use	Secondary	High
FR-NEA-SU023	Neath	St David Street, Neath	Neath North	Shared use	Secondary	High
FR-NEA-SU024	Neath	Preswylfa Brook to Victoria Gardens, Neath	Neath North , Neath South	Shared use	Primary	High
FR-NEA-SU025	Neath	Milland Road	Neath East	Shared use	Secondary	High
FR-NEA-SU026	Neath	Old Road, Cwrt Sart	Neath East , Briton Ferry East	Shared use	Secondary	Medium
FR-NEA-SU027	Neath	Afan Valley Rd, Cimla	Neath South , Cimla	Shared use	Primary	Medium
FR-NEA-SU028	Neath	Brynhyfryd Road	Briton Ferry West , Briton Ferry East	Shared use	Secondary	High
FR-NEA-SU029	Neath	Cimla Road to Milland Road	Neath East , Neath North , Neath South	Shared use	Secondary	High
FR-NEA-SU030	Neath	Briton Ferry Train Station to NCN 4 & 46	Briton Ferry West	Shared use	Local	High
FR-NEA-SU031	Neath	Church Street to Bethel Street	Briton Ferry West , Briton Ferry East	Shared use	Primary	High
FR-NEA-SU032	Neath	Neath to Briton Ferry	Neath East , Neath North	Shared use	Secondary	High

<b>Reference</b>	<b>Settlement</b>	<b>Description</b>	<b>Electoral wards the route passes through</b>	<b>Route use</b>	<b>Route classification</b>	<b>Priority</b>
FR-NEA-SU033	Neath	Key link to settlements	Neath East	Shared use	Primary	High
FR-NEA-SU034	Neath	Windsor Rd to Briton Ferry Rd via Pendrill Street	Neath East	Shared use	Primary	High
FR-NEA-SU035	Neath	Route to Melin school	Neath East	Shared use	Secondary	High
FR-NEA-SU036	Neath	Route to Melin School	Neath East	Shared use	Secondary	High
FR-NEA-SU037	Neath	Cimla to Briton Ferry	Neath East , Neath South	Shared use	Secondary	Medium
FR-NEA-SU038	Neath	St Joseph's School, Cimla	Neath South	Shared use	Secondary	High
FR-NEA-SU039	Neath	Link to Cimla Hospital	Neath South	Shared use	Secondary	Medium
FR-NEA-SU040	Neath	Crynant Rd, Local Route	Neath South , Cimla	Shared use	Local	Medium
FR-NEA-SU041	Neath	Link from residential areas in Cimla to Primary Route	Cimla	Shared use	Secondary	Medium
FR-NEA-SU042	Neath	Castle Drive, Cimla	Cimla	Shared use	Secondary	Medium
FR-NEA-SU043	Neath	Glannant Way	Cimla	Shared use	Local	Medium
FR-NEA-SU044	Neath	Wood View to Brynau Wood	Cimla	Shared use	Secondary	Medium
FR-NEA-SU045	Neath	Mackworth Drive, Cimla	Cimla	Shared use	Local	Medium
FR-NEA-SU046	Neath	Heol y Fynnon, Cimla	Cimla	Shared use	Local	Medium
FR-NEA-SU047	Neath	Gnoll to Cimla	Neath North , Neath South , Cimla	Shared use	Local	Medium
FR-NEA-SU048	Neath	Gnoll to Cimla	Neath South , Cimla	Shared use	Primary	Medium
FR-NEA-SU049	Neath	Beechwood Avenue, Neath	Neath North	Shared use	Local	High
FR-NEA-SU050	Neath	Milland Road to Milland Industrial Estate	Neath East	Shared use	Secondary	Medium
FR-NEA-SU051	Neath	Milland Rd, Neath	Neath East	Shared use	Secondary	Medium
FR-NEA-SU052	Neath	Milland Rd access via footbridge	Neath East	Shared use	Secondary	Medium
FR-NEA-SU053	Neath	Old Road to Primrose Road	Neath East	Shared use	Secondary	Medium
FR-NEA-SU054	Neath	Alford Rd, Neath	Neath East , Neath North	Shared use	Secondary	High
FR-NEA-SU055	Neath	B4287 to Cefn Saeson Comprehensive School	Pelenna , Cimla	Shared use	Primary	Medium

<b>Reference</b>	<b>Settlement</b>	<b>Description</b>	<b>Electoral wards the route passes through</b>	<b>Route use</b>	<b>Route classification</b>	<b>Priority</b>
FR-NEA-SU056	Neath	B4287 to Pen Y Star	Pelenna , Cimla	Shared use	Local	Medium
FR-NEA-SU057	Neath	Pontrhydyfen to B4287	Bryn and Cwmavon , Pelenna	Shared use	Primary	Medium
FR-NEA-SU058	Neath	Old Rd, Cwrt Sart	Briton Ferry East	Shared use	Secondary	Medium
FR-NEA-SU059	Neath	Llansawel Crescent	Briton Ferry West	Shared use	Local	High
FR-NEA-SU060	Neath	Giants Grave Road, Giants Grave	Briton Ferry West	Shared use	Secondary	Medium
FR-NEA-SU061	Neath	Regent Street West, Briton Ferry	Briton Ferry West , Briton Ferry East	Shared use	Local	High
FR-NEA-SU062	Neath	Rockingham Terrace to Railway Terrace, Briton Ferry	Briton Ferry East	Shared use	Primary	High
FR-NEA-SU063	Neath	Wharf Road, Briton Ferry	Briton Ferry West	Shared use	Primary	High
FR-NEA-SU064	Neath	Rockingham Terrace to Neath Road (A474) via Hoo Street, Briton Ferry	Briton Ferry East	Shared use	Local	High
FR-NEA-SU065	Neath	Neath Road (A474) to Villiers Street, Briton Ferry	Briton Ferry East	Shared use	Primary	High
FR-NEA-SU066	Neath	New Road to Ashleigh Terrace (B4290), Llandarcy - Jersey Marine	Briton Ferry East	Shared use	Primary	Medium
FR-NEA-SU067	Neath	Tennant Canal Path, Jersey Marine	Coffranc West	Shared use	Primary	Low
FR-NEA-SU068	Neath	Ffordd Coed Darcy to Ffordd Amazon path, Llandarcy - Jersey Marine	Coffranc West	Shared use	Secondary	Low
FR-NEA-SU069	Neath	Llandarcy to Jersey Marine route	Coffranc West	Shared use	Secondary	Medium
FR-NEA-SU070	Neath	Heatherland Way, Llandarcy	Coffranc West	Shared use	Local	Low
FR-NEA-SU071	Neath	The Greenway to Tank Farm Road, Llandarcy	Coffranc West	Shared use	Local	Low
FR-NEA-SU072	Neath	Crymlyn Road, Skewen	Coffranc West	Shared use	Primary	Low
FR-NEA-SU073	Neath	Crymlyn Road to M4 path, Skewen	Coffranc West	Shared use	Secondary	Low
FR-NEA-SU074	Neath	Path to Darcy Business Park, Llandarcy	Coffranc West	Shared use	Secondary	Low
FR-NEA-SU075	Neath	Darcy Business Park, Llandarcy	Coffranc West	Shared use	Local	Low

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-NEA-SU077	Neath	Prince of Wales Drive (B4434), Neath, along towpath to Dulais Fach Road (B4434) along towpath	Neath East, Neath North, Tonna	Shared use	Primary	High
FR-NEA-SU078	Neath	Monastery Road, Neath to Neath Canal Towing Path over the Neath River	Coedffranc Central, Coedffranc West, Neath East, Neath South	Shared use	Primary	Low
FR-PT-SU097	Neath	Bridge Street to Neath Abbey Business Park	Coedffranc Central, Coedffranc West, Neath East, Neath South	Shared use	Primary	Low
FR-NEA-SU0201	Neath	Swansea University Fabian Way to Baldwins Bridge	Coedffranc West	Shared use	Secondary	High
FR-NEA-SU202	Neath	Briton Ferry towards Efail Fach via Incline	Briton Ferry West, Briton Ferry East	Shared use	Primary	Low
FR-SP-05	Neath	A48 in Briton Ferry (Briton Ferry Bridge)	Briton Ferry West	Shared use	Primary	Medium
FR-NEA-W001	Neath	Link from NCN 46 to town centre via steps	Neath North	Walking	Secondary	High
FR-NEA-W002	Neath	Cattle Street to The Parade, Neath	Neath North	Walking	Secondary	High
FR-NEA-W003	Neath	Old Market Street, Neath	Neath North	Shared use	Secondary	High
FR-NEA-W004	Neath	Shufflebotham Lane, Neath	Neath North	Shared use	Secondary	High
FR-NEA-W005	Neath	Queen Street, Neath	Neath North	Walking	Secondary	High
FR-NEA-W006	Neath	Victoria Bus Station, Neath	Neath North	Walking	Secondary	High
FR-NEA-W007	Neath	Gnoll Park Road to Dyfed Road via Foster Road & Woodland Road, Neath	Neath North	Shared use	Secondary	Medium
FR-NEA-W008	Neath	Neath Train Station to Car Park, Neath	Neath North	Walking	Secondary	High
FR-NEA-W009	Neath	Fairyland to Dyfed Road, Neath	Neath North	Walking	Secondary	High
FR-NEA-W010	Neath	Creswell Road, Neath	Neath North	Shared use	Secondary	High
FR-NEA-W011	Neath	Gnoll Estate Country Park path to Cimla Road (B4287) via Hawthorn Avenue & Cimla Crescent, Neath	Neath South	Walking	Secondary	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-NEA-W012	Neath	Eastland Road (B4434) to Cimla Road (B4287) via Lewis Road & Westernmoor Road, Mount Pleasant	Neath East , Neath South	Walking	Secondary	Medium
FR-NEA-W013	Neath	Crythan Road to Briton Ferry Road (A474), Neath	Neath East	Walking	Secondary	Medium
FR-NEA-W014	Neath	D C Griffiths Way, Neath	Neath East	Walking	Secondary	Medium
FR-NEA-W015	Neath	Cook Rees Avenue, Mount Pleasant	Neath South	Walking	Secondary	High
FR-NEA-W016	Neath	Caederwen Road to Groves Road to Kingdon Owen Road, Mount Pleasant	Neath South	Walking	Local	Medium
FR-NEA-W017	Neath	Pencaerau to Mount Pleasant via Old Road	Neath East	Walking	Local	Medium
FR-NEA-W018	Neath	Meadow Road, Pencaerau	Neath East	Walking	Local	Medium
FR-NEA-W019	Neath	Meadow Rd, Pencaerau	Neath East	Walking	Local	Medium
FR-NEA-W020	Neath	Herbert Road to A474 via Evan's Road & School Road, Pencaerau	Neath East	Walking	Secondary	Medium
FR-NEA-W021	Neath	Gnoll to Afan Valley Road (B4287), Cimla	Neath South , Cimla	Walking	Primary	Medium
FR-NEA-W022	Neath	Parc Newydd, Brynhyfryd	Briton Ferry West	Walking	Secondary	Medium
FR-NEA-W023	Neath	Shelone Road crossing to Olive Branch Crescent via Elm Road, Gethin Street & Glanymor Street, Brynhyfryd	Briton Ferry West	Walking	Local	High
FR-NEA-W024	Neath	George Street, Mount Pleasant	Neath East , Neath South	Walking	Local	Medium
FR-SKW-SU0002	Neath	Siding Terrace & New Road (A4230) to Stanley Road, Skewen	Coffranc West , Coffranc Central , Coffranc North	Shared use	Primary	High
FR-SKW-SU0003	Neath	Dynevor Road to Station Road, Skewen	Coffranc North	Shared use	Secondary	High
FR-SKW-SU001	Neath	Wern Road to Stanley Road, Skewen	Coffranc West , Coffranc Central	Shared use	Secondary	High

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-SKW-SU001	Neath	New Road & St John's Terrace (A4230), Skewen	Coffranc West , Coffranc Central , Dyffryn	Shared use	Primary	High
FR-SKW-SU002	Neath	Station Road to New Road (A4230) to Stanley Road to Old Road to Burrows Road (A4290), Skewen	Coffranc Central , Coffranc North	Shared use	Secondary	High
FR-SKW-SU003	Neath	Pen Yr Heol (B4290), Skewen	Coffranc West , Coffranc Central	Shared use	Primary	Medium
FR-SKW-SU004	Neath	Crymlyn Road to Jersey Marine Junction North, Skewen via Cycle Way	Coffranc West	Shared use	Primary	Low
FR-SKW-SU005	Neath	Pen Yr Heol (B4290), Skewen	Coffranc West	Shared use	Primary	Low
FR-SKW-SU006	Neath	Leisure Complex (B4290) to Mid & West Wales Fire Brigade (A48), Skewen via Cycle Way	Coffranc West	Shared use	Primary	Medium
FR-SKW-SU007	Neath	Dynevor Road, Skewen	Coffranc North , Dyffryn	Shared use	Secondary	High
FR-SKW-SU008	Neath	Old Road (B4290), Skewen	Coffranc Central , Dyffryn	Shared use	Primary	High
FR-SKW-SU009	Neath	Jenkins Road, Skewen to Neath Abbey Business Park	Coffranc Central , Dyffryn	Shared use	Primary	Medium
FR-SKW-SU010	Neath	Monastery Road, Neath Abbey	Dyffryn	Shared use	Primary	Medium
FR-SKW-SU011	Neath	Neath Abbey Business Park link to Monastery Road, Neath Abbey	Dyffryn	Shared use	Secondary	Medium
FR-SKW-SU012	Neath	Neath Abbey Business Park	Dyffryn	Shared use	Local	Medium
FR-SKW-SU013	Neath	Brook Street link to Bethlehem Road, Skewen	Coffranc Central	Shared use	Primary	High
FR-SKW-SU014	Neath	Cardonnel Road to Bosworth Road to Parc Wern, Skewen	Coffranc Central	Shared use	Local	High
FR-SKW-SU015	Neath	Parc Y Deri, Skewen	Coffranc Central	Shared use	Local	Medium



<b>Reference</b>	<b>Settlement</b>	<b>Description</b>	<b>Electoral wards the route passes through</b>	<b>Route use</b>	<b>Route classification</b>	<b>Priority</b>
FR-SKW-SU016	Neath	Winifred Road, Skewen	Coffranc West	Shared use	Secondary	Medium
FR-SKW-SU017	Neath	New Road to Wern Road, Skewen via Tenant Park	Coffranc West	Shared use	Primary	Medium
FR-SKW-SU018	Neath	Crymlyn Rd, Skewen	Coffranc West	Shared use	Primary	Medium
FR-SKW-SU019	Neath	Brookville Drive to Woodland Close to Dynevor Road	Coffranc North	Shared use	Secondary	High
FR-SKW-SU020	Neath	Park Avenue to Siding Terrace (A4230)	Coffranc North	Shared use	Primary	Medium
FR-SKW-SU021	Neath	B4290, Llandarcy Interchange to M4/A465 cycleway	Coedffranc West	Shared use	Local	Medium
FR-SKW-W001	Neath	Cae Nant Terrace link to Picton Road, Skewen	Coffranc Central	Walking	Secondary	High
FR-SKW-W002	Neath	Link to Dynevor Rd, Skewen, via Railway underpass	Coffranc Central , Coffranc North	Walking	Local	Medium
FR-SKW-W003	Neath	Dynevor Rd to Drummau Road, Skewen	Coffranc North , Dyffryn	Walking	Secondary	Medium
FR-SKW-W004	Neath	Queens Rd, Skewen	Coffranc Central	Walking	Local	High
FR-SKW-W005	Neath	Bosworth Road, Skewen	Coffranc Central	Walking	Local	High
FR-SKW-W006	Neath	Pale Road link to Bosworth Road, Skewen	Coffranc Central	Walking	Local	Medium
FR-SKW-W007	Neath	Parc Bryn link to Pen Y Bryn, Skewen	Coffranc Central	Walking	Local	Medium
FR-SKW-W008	Neath	Pen Yr Alley Avenue, Skewen	Coffranc West , Coffranc Central	Walking	Secondary	Medium
FR-TON-C003	Neath	Tonna to Neath via canal	Tonna	Shared use	Primary	Medium
FR-TON-SU001	Neath	Henfaes Road to Park Street (B4434)	Tonna	Shared use	Primary	Medium
FR-TON-SU001	Neath	Park Street to Tonna Uchaf (B4434)	Tonna	Shared use	Secondary	Medium
FR-TON-SU002	Neath	Neath Road to Henfaes Road (B4434)	Tonna	Shared use	Primary	Medium
FR-TON-SU002	Neath	Henfaes Road (B4434) to NCN	Tonna	Shared use	Local	Medium
FR-TON-SU003	Neath	Neath Road (B4434)	Tonna	Shared use	Local	Low

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-PON-SU001	Pontardawe	High Street (A4603), Pontardawe to Rhyd-y-fro Primary School via Brynawell, Alltywerin, Cefn Llan Road, Gelligron Road (A474) & Waun Penlan, Rhyd-y-fro	Pontardawe	Shared use	Primary	High
FR-PON-SU002	Pontardawe	Herbert Street to High Street (A4603) via Holly Street, Arthur Terrace, Grove Road, Woodland Road & Brecon Road (A4603), Pontardawe	Pontardawe	Shared use	Primary	High
FR-PON-SU003	Pontardawe	Tawe Terrace, Pontardawe	Pontardawe	Shared use	Primary	High
FR-PON-SU004	Pontardawe	Ynysmeudwy Road to New Road to Brecon Road (B4603), Pontardawe	Pontardawe , Godre'r Graig	Shared use	Primary	Medium
FR-PON-SU005	Pontardawe	Pen Yr Allt to Penywern Road, Ystalyfera	Ystalyfera	Shared use	Local	Medium
FR-PON-SU006	Pontardawe	Wern Road to NCN 43, Ystalyfera	Ystalyfera	Shared use	Secondary	High
FR-PON-SU007	Pontardawe	Glan Yr Afon to St Davids Road, Ystalyfera	Ystalyfera	Shared use	Primary	Medium
FR-PON-SU008	Pontardawe	Along River Tawe path between 2 bridges	Rhos	Shared use	Primary	Low
FR-PON-SU009	Pontardawe	Cwmtawe Comprehensive School Street	Pontardawe	Shared use	Secondary	Medium
FR-PON-SU010	Pontardawe	Pontardawe to Gellinudd via Herbert Street & Graig Road (A474),	Rhos , Pontardawe , Allt-Wen	Shared use	Primary	High
FR-PON-SU011	Pontardawe	Rhos to Gellinudd via Neath Road & New Road (A4747), link to Cwm Nant Llwyd Road, Ashwood Drive & Lon Catwug	Rhos	Shared use	Primary	Medium
FR-PON-SU012	Pontardawe	Pontardawe Industrial Estate path	Rhos , Pontardawe	Shared use	Primary	Medium
FR-PON-SU013	Pontardawe	Lon Hir, Gellinudd	Allt-Wen	Shared use	Secondary	Medium
FR-PON-SU014	Pontardawe	Tawe Terrace to A474 via Herbert Street, Pontardawe	Pontardawe	Shared use	Secondary	Medium
FR-PON-SU015	Pontardawe	Ffordd Parc Ynysderw to A474, Pontardawe	Pontardawe	Shared use	Secondary	High

<b>Reference</b>	<b>Settlement</b>	<b>Description</b>	<b>Electoral wards the route passes through</b>	<b>Route use</b>	<b>Route classification</b>	<b>Priority</b>
FR-PON-SU016	Pontardawe	Ffordd Parc Ynysderw to A474, Pontardawe	Pontardawe	Shared use	Secondary	High
FR-PON-SU017	Pontardawe	A474, Pontardawe	Pontardawe	Shared use	Secondary	High
FR-PON-SU018	Pontardawe	Graig Road to Alloy Industrial Estate, Pontardawe	Pontardawe , Allt-Wen	Shared use	Primary	Medium
FR-PON-SU019	Pontardawe	New Road, Rhos to Graig Road (A474), Alltwn via Pen Yr Alltwn, Bryn Llewelyn & Alltwn Hill	Rhos , Allt-Wen	Shared use	Secondary	Medium
FR-PON-SU020	Pontardawe	Gwyn Street to Gwyns Place to The Triangle, Alltwn	Allt-Wen	Shared use	Local	Medium
FR-PON-SU021	Pontardawe	Gwyns Place to A4067, Alltwn	Allt-Wen	Shared use	Secondary	Medium
FR-PON-SU022	Pontardawe	Neath Road (A474), Rhos to Alltwn Hill, Alltwn via Primrose Lane, path, Lon Y Wern & Heol Y Parc	Rhos , Allt-Wen	Shared use	Secondary	Medium
FR-PON-SU023	Pontardawe	Bryn Coch to Rhos via Neath Road (A474)	Rhos , Bryn-Coch North	Shared use	Primary	Medium
FR-PON-SU024	Pontardawe	Cwmtawe Comprehensive School to NCN 43 link, Pontardawe	Pontardawe	Shared use	Secondary	Medium
FR-PON-SU025	Pontardawe	Ynisdarren Road (B4599), Ystalfera to Pantyffynnon path	Rhos , Godre'r Graig , Ystalyfera	Shared use	Primary	Medium
FR-PON-SU027	Pontardawe	Connecting link on Brunel Way, Briton Ferry	Godre'r-graig	Shared use	Secondary	High
FR-PON-SU028	Pontardawe	Swansea Road (B4603) to A474, Pontardawe	Trebanos, Pontardawe	Shared use	Primary	High
FR-PON-W001	Pontardawe	Godre'r Graig to NCN 43 link, Pantyffynnon	Godre'r Graig , Ystalyfera	Walking	Secondary	Medium
FR-PON-W002	Pontardawe	Wern Road to Cyfyng Road, Ystalyfera	Ystalyfera	Walking	Secondary	Medium
FR-PON-W003	Pontardawe	Golwg Y Mynydd to NCN 43 link, Pantyffinnon	Godre'r Graig	Walking	Secondary	Low
FR-PON-W004	Pontardawe	Herbert Street to James Street (A474) to Gelligron Road (A474), Pontardawe	Pontardawe	Walking	Primary	High

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-PON-W005	Pontardawe	Swansea Road (B4603) to Cwmtawe Comprehensive School, Pontardawe	Pontardawe	Walking	Secondary	Medium
FR-PON-W006	Pontardawe	Alltcham Drive to James Street (A474), Pontardawe	Pontardawe	Walking	Secondary	High
FR-PON-W007	Pontardawe	Cwmtawe Comprehensive School to Ynysderw Road, Pontardawe	Pontardawe	Walking	Secondary	Medium
FR-PON-W008	Pontardawe	Ffordd Parc Ynysderw crossing, Pontardawe	Pontardawe	Walking	Secondary	Medium
FR-PON-W009	Pontardawe	Ynysderw Park Road to Francis Street, Pontardawe	Pontardawe	Walking	Secondary	High
FR-PON-W010	Pontardawe	Cwmtawe Comprehensive School to A4067, Pontardawe	Pontardawe , Allt-Wen	Walking	Secondary	Medium
FR-PON-W011	Pontardawe	Gwyn Street to Alltwen Hill via Heol Penrhiwiau, Heol Glanllechau & Lon Tanyrall, Allt-Wen	Allt-Wen	Walking	Local	Medium
FR-PON-W012	Pontardawe	Delffordd to Heol Y Nant, Rhos	Rhos	Walking	Local	Low
FR-PON-W013	Pontardawe	Delffordd, Rhos	Rhos	Walking	Secondary	Low
FR-PON-W014	Pontardawe	Heol Y Nant, Rhos	Rhos	Walking	Secondary	Low
FR-PON-W015	Pontardawe	Glan Yr Afon (A4067) Roundabout, Ystalyfera	Ystalyfera	Walking	Secondary	Medium
FR-PT-C001	Port Talbot	Baglan Way, Aberavon to Sandfields Primary School via Neath Port Talbot Hospital	Aberavon	Shared use	Secondary	Medium
FR-PT-C002	Port Talbot	Port Talbot Bus Station to NCN 4, Port Talbot	Aberavon , Margam	Shared use	Primary	High
FR-PT-SU001	Port Talbot	Port Talbot to Lletyharri via Grove Place, Oakwood Street, King Street & Ynys Y Gored	Port Talbot	Shared use	Primary	High
FR-PT-SU002	Port Talbot	Lletyharri to River Afan path, Lletyharri	Port Talbot	Shared use	Local	Medium
FR-PT-SU003	Port Talbot	Velindre to Cwmafan Road (B4286)	Port Talbot	Shared use	Primary	Medium

<b>Reference</b>	<b>Settlement</b>	<b>Description</b>	<b>Electoral wards the route passes through</b>	<b>Route use</b>	<b>Route classification</b>	<b>Priority</b>
FR-PT-SU004	Port Talbot	Route connecting Goytre to BrynRoute connecting Goytre to Bryn	Bryn and Cwmavon , Tai-bach , Port Talbot	Shared use	Primary	Low
FR-PT-SU005	Port Talbot	Wildbrook to Tan Y Groes Place, Taibach	Tai-bach	Shared use	Local	Medium
FR-PT-SU006	Port Talbot	Wildbrook to Dyffryn Road via Conduit Place & Conduit Street, Taibach	Tai-bach	Shared use	Secondary	Medium
FR-PT-SU007	Port Talbot	Park View, Port Talbot to Dyffryn Road via M4, Taibach	Tai-bach , Port Talbot	Shared use	Secondary	High
FR-PT-SU008	Port Talbot	Jenkins Terrace, Taibach	Tai-bach	Shared use	Secondary	Medium
FR-PT-SU009	Port Talbot	Incline Row to Dyffryn Road, Taibach	Tai-bach	Shared use	Secondary	Medium
FR-PT-SU010	Port Talbot	Dyffryn Road to Central Road via Woodfield Street, Taibach	Tai-bach	Shared use	Secondary	Medium
FR-PT-SU011	Port Talbot	Commercial Road to Theodore Road, Taibach	Tai-bach , Port Talbot	Shared use	Secondary	High
FR-PT-SU012	Port Talbot	Margam Road (A48) to Harbour Way (A4241) via Penrhyn Street & Central Road, Taibach	Margam , Tai-bach	Shared use	Secondary	Medium
FR-PT-SU013	Port Talbot	Prince Street, Taibach	Tai-bach	Shared use	Local	Medium
FR-PT-SU014	Port Talbot	Dyffryn Road, Taibach to Ty Fry Road, Margam via Margam Road (A48)	Tai-bach	Shared use	Primary	High
FR-PT-SU016	Port Talbot	Ty Fry Road, Margam to Margam Road, Taibach via Wern Road, Geifr Road, Penderyn Avenue, Groeswen Park & Groes Wen Lane, Taibach	Tai-bach	Shared use	Local	Medium
FR-PT-SU017	Port Talbot	Abbots Close to Ty Fry Road & Landore Avenue via Margam Road, Margam	Margam , Tai-bach	Shared use	Primary	Medium
FR-PT-SU018	Port Talbot	Abbots Close, Margam to Harbour Way, Port Talbot via Margam Road, Tollgate Road, Morfa Road, Saltoun Street	Margam , Tai-bach	Shared use	Primary	High

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
		& Knights Road, Taibach				
FR-PT-SU019	Port Talbot	Harbour Way (A4241), Margam	Margam	Shared use	Primary	Medium
FR-PT-SU020	Port Talbot	Cefn Gwrgan Road, Margam	Margam	Shared use	Secondary	Medium
FR-PT-SU021	Port Talbot	Brynhyfyd to Abbots Close (NCN 4), Margam	Margam	Shared use	Secondary	Medium
FR-PT-SU022	Port Talbot	Margam to Pyle via Margam Road & Pyle Road (A48),	Margam , Pyle Unknown	Shared use	Primary	Medium
FR-PT-SU023	Port Talbot	Forge Road to Oakwood Street, Port Talbot	Port Talbot	Shared use	Secondary	High
FR-PT-SU024	Port Talbot	Mansel Street, Port Talbot	Port Talbot	Shared use	Local	High
FR-PT-SU025	Port Talbot	Prior Street, Port Talbot to Port Talbot Shopping Centre	Port Talbot	Shared use	Secondary	High
FR-PT-SU026	Port Talbot	Station Road, Port Talbot to Port Talbot Shopping Centre	Aberavon , Port Talbot	Shared use	Secondary	High
FR-PT-SU027	Port Talbot	Station Road, Port Talbot	Port Talbot	Shared use	Secondary	High
FR-PT-SU028	Port Talbot	Cramic Way to Heilbron Way (A48), Port Talbot	Aberavon , Margam	Shared use	Secondary	High
FR-PT-SU029	Port Talbot	Heilbronn Way (A48), Port Talbot	Aberavon , Margam , Port Talbot	Shared use	Secondary	High
FR-PT-SU030	Port Talbot	Port Talbot Station Link, Port Talbot#	Margam , Port Talbot	Shared use	Secondary	High
FR-PT-SU031	Port Talbot	Station Road to Station, Port Talbot	Port Talbot	Shared use	Secondary	High
FR-PT-SU032	Port Talbot	Talbot Road (A48), Port Talbot	Port Talbot	Shared use	Primary	High
FR-PT-SU033	Port Talbot	Broad Street to Talbot Road (A48), Port Talbot	Port Talbot	Shared use	Secondary	High
FR-PT-SU034	Port Talbot	Water Street to Harbourside Road (A4241) via Green Park Street, Port Talbot	Aberavon	Shared use	Secondary	High
FR-PT-SU035	Port Talbot	Green Park Street, Port Talbot	Aberavon	Shared use	Secondary	Medium

<b>Reference</b>	<b>Settlement</b>	<b>Description</b>	<b>Electoral wards the route passes through</b>	<b>Route use</b>	<b>Route classification</b>	<b>Priority</b>
FR-PT-SU036	Port Talbot	Water Street (A4241) to The Princess Margaret Way, Aberavon via Ysguthan Road & Victoria Road, Aberavon	Aberavon , Sandfields East	Shared use	Secondary	Medium
FR-PT-SU037	Port Talbot	The Princess Margaret Way to Vivian Park Drive via Dalton Road, Aberavon	Sandfields East	Shared use	Secondary	Medium
FR-PT-SU038	Port Talbot	Farm Drive to Dalton Road via Severn Crescent & Swn Y Mor, Aberavon	Sandfields East	Shared use	Secondary	Medium
FR-PT-SU039	Port Talbot	Moorland Road to Dalton Road via Romney Road, Aberavon	Sandfields East	Shared use	Local	Medium
FR-PT-SU040	Port Talbot	Moorland Road to The Princess Margaret Way via Bevin Avenue, Aberavon	Sandfields East	Shared use	Secondary	Medium
FR-PT-SU041	Port Talbot	Victoria Road, Aberavon to Southdown Road, Sandfields via Hospital Road, Park Drive & Acacia Avenue, Aberavon	Sandfields East , Sandfields West	Shared use	Secondary	Medium
FR-PT-SU042	Port Talbot	Newbridge Road, Aberavon link to Riverside Road, Port Talbot	Sandfields East , Margam	Shared use	Primary	Medium
FR-PT-SU043	Port Talbot	Afan Way (A4241) to Newbridge Road, Aberavon via Harvey Crescent	Sandfields East	Shared use	Primary	Medium
FR-PT-SU044	Port Talbot	Afan Way (A4241) extension to Victoria Road, Aberavon avoiding overpass	Sandfields East	Shared use	Local	Medium
FR-PT-SU045	Port Talbot	Water Street (A4241) to Neath Port Talbot Hospital via Corporation Road, Julian Terrace & Rhodes Avenue, Port Talbot	Aberavon	Shared use	Primary	Medium

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-PT-SU046	Port Talbot	Corporation Road Roundabout to Newton Avenue via Bailey Street, John Street & Hopkin Street, Port Talbot	Aberavon	Shared use	Local	Medium
FR-PT-SU047	Port Talbot	Afan Way (A4241) to Rhodes Avenue via Pendarvis Street & Brwyna Avenue, Port Talbot	Aberavon	Shared use	Secondary	Medium
FR-PT-SU048	Port Talbot	Newton Avenue, Port Talbot	Aberavon	Shared use	Local	Medium
FR-PT-SU049	Port Talbot	Afan Way to Julian Terrace via Frederick Street & Lilian Street, Port Talbot	Aberavon	Shared use	Secondary	Medium
FR-PT-SU050	Port Talbot	Pendarvis Terrace, Aberavon	Aberavon	Shared use	Secondary	Medium
FR-PT-SU052	Port Talbot	The Princess Margaret Way, Sandfields	Sandfields West	Shared use	Local	Medium
FR-PT-SU053	Port Talbot	Scarlet Avenue to The Princess Margaret Way, Sandfields	Sandfields East , Sandfields West	Shared use	Primary	Medium
FR-PT-SU054	Port Talbot	Purcell Avenue to Handel Avenue to Seaway Parade, Sandfields	Baglan , Sandfields West	Shared use	Primary	Medium
FR-PT-SU055	Port Talbot	Western Avenue, Sandfields	Sandfields East , Sandfields West	Shared use	Local	Medium
FR-PT-SU056	Port Talbot	Dalton Road to The Princess Margaret Way, Aberavon	Sandfields East	Shared use	Primary	Medium
FR-PT-SU057	Port Talbot	Farm Drive, Sandfields	Sandfields East , Sandfields West	Shared use	Secondary	Medium
FR-PT-SU058	Port Talbot	Golden Avenue, Sandfields	Sandfields West	Shared use	Secondary	Medium
FR-PT-SU059	Port Talbot	Golden Avenue to Purcell Avenue via Citrine Avenue, Silver Avenue & Parry Road, Sandfields	Sandfields West	Shared use	Secondary	Medium
FR-PT-SU060	Port Talbot	Southdown Road, Sandfields	Sandfields West	Shared use	Secondary	Medium
FR-PT-SU061	Port Talbot	Southdown Road Roundabout, Sandfields	Sandfields West	Shared use	Secondary	Medium



<b>Reference</b>	<b>Settlement</b>	<b>Description</b>	<b>Electoral wards the route passes through</b>	<b>Route use</b>	<b>Route classification</b>	<b>Priority</b>
FR-PT-SU062	Port Talbot	Fairway, Sandfields	Sandfields West	Shared use	Secondary	Medium
FR-PT-SU063	Port Talbot	Southdown Road, Sandfields	Sandfields West	Shared use	Secondary	Medium
FR-PT-SU064	Port Talbot	Southdown Road to Afan Way (A4241), Sandfields	Aberavon , Sandfields West	Shared use	Secondary	Medium
FR-PT-SU065	Port Talbot	Southdown View, Sandfields to Village Road, Port Talbot via footbridge	Aberavon , Sandfields West	Shared use	Secondary	Medium
FR-PT-SU066	Port Talbot	Southville Road, Sandfields	Sandfields West	Shared use	Secondary	Medium
FR-PT-SU067	Port Talbot	Christchurch Road to Neath Port Talbot Hospital via Aberavon Road, Port Talbot	Aberavon	Shared use	Secondary	Medium
FR-PT-SU068	Port Talbot	Baglan Way, Port Talbot	Aberavon	Shared use	Primary	Medium
FR-PT-SU069	Port Talbot	Seaway Parade (A4241) to Neath Port Talbot Hospital via Baglan Way, Port Talbot	Aberavon	Shared use	Primary	High
FR-PT-SU070	Port Talbot	Village Road, Baglan	Aberavon	Shared use	Primary	Medium
FR-PT-SU071	Port Talbot	Village Gardens to Village Road, Baglan	Aberavon	Shared use	Secondary	Medium
FR-PT-SU072	Port Talbot	Village Gardens to Baglan Moors Health Centre, Baglan	Aberavon	Shared use	Secondary	Medium
FR-PT-SU073	Port Talbot	Windsor Village, Baglan	Aberavon	Shared use	Secondary	Medium
FR-PT-SU074	Port Talbot	Cathedral Way, Baglan	Aberavon	Shared use	Secondary	Medium
FR-PT-SU075	Port Talbot	Moor Road, Baglan	Aberavon	Shared use	Secondary	Medium
FR-PT-SU076	Port Talbot	Village Road to Moor Road, Baglan	Aberavon	Shared use	Secondary	Medium
FR-PT-SU077	Port Talbot	Seaway Parade (A4241) to Central Avenue, Baglan	Baglan , Sandfields West	Shared use	Primary	High
FR-PT-SU078	Port Talbot	Village Road to Seaway Parade (A4241), Baglan	Aberavon , Baglan	Shared use	Primary	Medium
FR-PT-SU079	Port Talbot	Sunnycroft to Seaway Parade (A4241), Baglan	Baglan	Shared use	Primary	High
FR-PT-SU080	Port Talbot	Sunnycroft Roundabout to Baglan Way via Seaway Parade (A4241), Baglan	Aberavon , Baglan	Shared use	Primary	High

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-PT-SU081	Port Talbot	Baglan Road (A48) to Heilbron Way (B4286), Baglan	Aberavon , Baglan , Port Talbot	Shared use	Primary	High
FR-PT-SU082	Port Talbot	Prior Street link to Forge Road, Port Talbot	Port Talbot	Shared use	Secondary	High
FR-PT-SU083	Port Talbot	Sunnycroft Roundabout, Baglan	Baglan	Shared use	Secondary	Medium
FR-PT-SU084	Port Talbot	Pinewood Terrace, Baglan	Baglan	Shared use	Secondary	Medium
FR-PT-SU085	Port Talbot	Old Road to Sunny Mount via WilLow Way & Glan Hafren, Baglan	Baglan	Shared use	Primary	Medium
FR-PT-SU086	Port Talbot	Elmwood Road to Baglan Primary School, Baglan	Baglan	Shared use	Secondary	Medium
FR-PT-SU087	Port Talbot	Baglan Primary School to Blaenbaglan Primary School via Lodge Drive, WilLow Grove & Maes Ty Canol, Baglan	Baglan	Shared use	Secondary	Medium
FR-PT-SU088	Port Talbot	Old Road to Neath Road (A474) via Swan Road, Baglan	Baglan , Briton Ferry East	Shared use	Primary	Medium
FR-PT-SU089	Port Talbot	Brunel Way to Seaway Parade via Baglan Energy Park, Baglan	Baglan , Briton Ferry West , Sandfields West	Shared use	Secondary	Low
FR-PT-SU090	Port Talbot	Victoria Road, Aberavon	Sandfields East	Shared use	Secondary	Medium
FR-PT-SU091	Port Talbot	Dalton Road to Victoria Road via Moorland Road & Sandown Road, Aberavon	Sandfields East	Shared use	Secondary	Medium
FR-PT-SU092	Port Talbot	Knights Road to Ty'r Groes Drive via Landore Avenue, Ty Fry Road, Bertha Road & College Green, Margam	Margam , Tai-bach	Shared use	Secondary	Medium
FR-PT-SU093	Port Talbot	Christchurch Road, Baglan	Aberavon	Shared use	Secondary	Medium
FR-PT-SU094	Port Talbot	Abbeyville Avenue, Aberavon	Sandfields East	Shared use	Secondary	Medium
FR-SP-01	Port Talbot	Halfpenny Bridge to Afan Way, Port Talbot	Aberavon, Sandfields East	Shared use	Primary	High
FR-SP-2	Port Talbot	North Bank Road, Port Talbot	Sandfields East	Shared use	Secondary	Low

Reference	Settlement	Description	Electoral wards the route passes through	Route use	Route classification	Priority
FR-SP-03	Port Talbot	Morrison Road, Sandfields	Sandfields East	Shared use	Secondary	Medium
FR-SP-04	Port Talbot	Connecting link on Brunel Way, Briton Ferry	Briton Ferry West	Shared use	Primary	High
FR-SP-06	Port Talbot	Link off Ceramic Way, Port Talbot	Port Talbot	Shared use	Secondary	Low
FR-SP-07	Port Talbot	NCN887 Port Talbot Town Centre around Port Talbot Multistorey Car Park and Civic Centre.	Port Talbot	Shared use	Primary	High
FR-PT-199	Port Talbot	New crossing or replacement bridge over the A48 from Briton Ferry McDonalds to the Quays	Briton Ferry West	Shared use	Secondary	High
FR-PT-W001	Port Talbot	Farm Drive, Aberavon	Sandfields East	Walking	Secondary	Medium
FR-PT-W003	Port Talbot	Sunnybank Road, Aberavon	Sandfields East	Walking	Secondary	Medium
FR-PT-W004	Port Talbot	Newbridge Road to Moorland Road via Lake Road, St Paul's Road & Sunny Road, Aberavon	Sandfields East	Walking	Secondary	Medium
FR-PT-W005	Port Talbot	Dickens Avenue, Aberavon	Sandfields East	Walking	Local	Medium
FR-PT-W006	Port Talbot	Newbridge Road to Aberavon Promenade via Darwin Road, Mariners Point & Mariners Quay, Aberavon	Sandfields East	Walking	Primary	Medium
FR-PT-W007	Port Talbot	Moorland Road, Aberavon	Aberavon , Sandfields East	Walking	Secondary	Medium
FR-PT-W008	Port Talbot	Afan Way (A4241) to Vivian Park Drive via Poplars & Subway	Aberavon , Sandfields East	Walking	Secondary	Medium
FR-PT-W009	Port Talbot	Water Street (A4241) to Aberafan Shopping Centre, Port Talbot	Aberavon	Walking	Secondary	High
FR-PT-W010	Port Talbot	Bailey Steet toward Port Talbot Town, Port Talbot	Aberavon	Walking	Secondary	Medium
FR-PT-W011	Port Talbot	Glan Hafren to Baglan Primary School, Port Talbot	Aberavon	Walking	Secondary	High
FR-PT-W012	Port Talbot	Vivian Park Drive, Aberavon	Sandfields East Unknown	Walking	Secondary	Medium
FR-PT-W013	Port Talbot	Plas Newydd, Baglan	Aberavon	Walking	Secondary	Low

<b>Reference</b>	<b>Settlement</b>	<b>Description</b>	<b>Electoral wards the route passes through</b>	<b>Route use</b>	<b>Route classification</b>	<b>Priority</b>
FR-PT-W014	Port Talbot	Church Road, Baglan	Baglan	Walking	Secondary	Medium
FR-PT-W015	Port Talbot	Fairwood Drive to Elmwood Bank, Baglan	Baglan	Walking	Secondary	Medium
FR-PT-W016	Port Talbot	Park View to Pen Y Cae via Connaught Street & Talcennau Road, Port Talbot	Port Talbot	Walking	Local	Medium
FR-PT-W017	Port Talbot	Abbey Road (A4107) to Beverley Street via Connaught Street, Port Talbot	Port Talbot	Walking	Local	High
FR-PT-W018	Port Talbot	Evelyn Terrace to Tan Y Groes Street to Beverley Street to Grange Street, Port Talbot	Port Talbot	Walking	Local	High
FR-PT-W019	Port Talbot	Manor Street, Port Talbot	Port Talbot	Walking	Local	High
FR-PT-W020	Port Talbot	Oakwood Street, Port Talbot	Port Talbot	Walking	Secondary	High
FR-PT-W021	Port Talbot	Heilbronn Way (A48) to Cramic Way via Port Talbot Parkway	Margam , Port Talbot	Walking	Primary	High
FR-PT-W022	Port Talbot	Commercial Road to Dyffryn Road via Caradog Street & Constant Road, Taibach	Tai-bach	Walking	Secondary	High
FR-PT-W023	Port Talbot	Incline Row, Taibach	Tai-bach	Walking	Secondary	High
FR-PT-W024	Port Talbot	Earl Road, Margam	Tai-bach	Walking	Local	Medium
FR-PT-W025	Port Talbot	Margam Road (A48) to Afan College, Margam	Margam	Walking	Local	Medium
FR-PT-W026	Port Talbot	Pen Y Cae Road, Port Talbot to subway	Port Talbot	Walking	Local	Medium
FR-RES-SU001	Resolven	Glyn-Neath Road, Glyn-Neath	Resolven	Shared use	Primary	Medium
FR-RES-SU002	Resolven	Commercial Road (B4464), Resolven	Resolven	Shared use	Secondary	Medium
FR-RES-SU003	Resolven	Clydach Avenue, Resolven	Resolven	Shared use	Secondary	Medium
FR-RES-SU004	Resolven	Neath Canal, Resolven	Resolven	Shared use	Secondary	Medium
FR-RES-SU005	Resolven	Cwmgrach to Melin court Cwmgrach to Melin court	Resolven	Shared use	Secondary	Low
FR-RES-W001	Resolven	John Street, Resolven	Resolven	Walking	Secondary	Medium
FR-RES-W002	Resolven	Neath Road (B4434), Resolven	Resolven	Walking	Secondary	Medium

<b>Reference</b>	<b>Settlement</b>	<b>Description</b>	<b>Electoral wards the route passes through</b>	<b>Route use</b>	<b>Route classification</b>	<b>Priority</b>
FR-RES-W003	Resolven	Neath Road (B4434), Resolven	Resolven	Walking	Secondary	Medium
FR-RES-W004	Resolven	Ynys Fach Avenue, Resolven	Resolven	Walking	Local	Medium
FR-CRY-C001	Seven Sisters	Seven Sisters to Crynant	Crynant , Seven Sisters	Cycling	Primary	Medium
FR-SEV-SU001	Seven Sisters	Brynhyfryd Terrace to Heol Y Felin (A4109), Seven Sisters	Seven Sisters	Shared use	Primary	Medium
FR-SEV-SU002	Seven Sisters	Dulais Road & Church Road (A4109) to Martyns Avenue, Seven Sisters	Seven Sisters	Shared use	Primary	Medium
FR-SEV-W001	Seven Sisters	Church Road (A4109) to High Street, Seven Sisters	Seven Sisters	Walking	Secondary	Medium
FR-SEV-W002	Seven Sisters	Heol Hen to Blaendulais Primary School, Seven Sisters	Seven Sisters	Walking	Local	Medium

This page is intentionally left blank

## Regeneration and Sustainable Development Scrutiny Committee

(Remotely via Teams)

**Members Present:**

**14 January 2022**

**Chairperson:** Councillor S.K.Hunt

**Vice Chairperson:** Councillor R.L.Taylor

**Councillors:** D.Cawsey, S.M.Penry, S.Pursey, S.Rahaman, N.T.Hunt, S.Bamsey, J.Evans and S.A.Knoyle

**Officers In Attendance** S.Brennan, K.Davies, C.Jones, T.Davies and C.Plowman

**Cabinet Invitees:** Councillors A.Wingrave and L.Jones

---

### 1. **Declarations of interest**

The following Member made a declaration of interest at the commencement of the meeting:

Cllr S Rahaman

Re: Tourism Update Report 2022 as he works in a restaurant on the Aberavon Seafront in Neath Port Talbot

### 2. **Pre-Decision Scrutiny**

The Committee chose to scrutinise the following Cabinet Board items:

**Tourism Update Report 2022**

Members were provided with an update report on Tourism within Neath Port Talbot County Borough.

Reference was made to the engagement, reach and likes on social media. Members were interested to see the reach the marketing campaign had outside of the County Borough, and asked if there was a breakdown, geographically, of some of that data, in particular in relation to social media followers. Officers confirmed that they would

look into what data could be pulled together; however, Members were asked to keep in mind that the campaign had only been running for four months during the winter period. Officers would circulate the data once it had been collated.

The circulated report detailed that Members and stakeholders would be invited to take part in workshops as part of the process, to devise the new Destination Management Plan; and subject to procurement, the new plan should be in place by summer 2022. Members asked when the workshops would be taking place. It was highlighted that the contractor for the workshops had yet to be appointed; once appointed the arrangements would be put in place in terms of timescales. Officers explained that if restrictions were still in place, the workshops would be held online; if possible, they will be held face to face.

The Committee asked if Officers could monitor the use of the electrical hook ups that were in place across the County Borough; and if it was identified that they were used frequently, asked if it would be possible to look into other places across the County Borough, which could benefit from electrical hook ups.

In regards to the public transport links to tourism, it was asked how the Council was encouraging visitors to get to Neath Port Talbot (NPT) via public transport, and how the Council was engaging with the various transport operators. Officers highlighted that public transport both to travel to, and around, the destination was a key consideration for visitors, however there were various issues with availability and frequency of services for a lot of Councils. It was stated that there were significant costs involved in subsidising services, and difficulties in persuading people to use the public transport network, as sometimes it provided difficult to get to places and/or it would take a very long time; the provision needed to meet the needs of visitors and be convenient for them to use. Despite the issues, Members were informed that the Council had worked with Bay Trans who had put together a series of 'Walks by Bus' using public transport within NPT; the Council was also currently working with Great Western Railway, and the area was to be included in their forthcoming campaign, both with posters at train stations/on trains and on social media. It was highlighted that these issues were not unique to NPT; a lot of other areas in Wales were in a similar position, especially where Authorities have a mix of various rural landscapes.



Officers were asked to provide information regarding the responses to the Destination Marketing Campaign, from journalists in and outside Wales; it was also queried if there were any plans to extend the promotion to other online publications/services. It was confirmed that the Team was currently working on obtaining national press coverage. However, Members were informed that the campaign was aimed at engaging directly with audiences; it was difficult to track progress on this by releasing articles in papers, instead Officers were tracking and measuring success by using social media and website analytics etc. Some examples of the paid for advertising included Bristol Live and Birmingham Live with Reach PLC; Officers had also been engaging with publications such as Active Traveller Magazine who appeal to a key target market. Officers reassured Members that they would take every opportunity to market the campaign, and were in discussions with various outlets who send out press releases; Golwg recently published an article on the campaign after showing interest in the work that was being undertaken. It was mentioned that the campaign was in the early stages, and Officers planned to market this work up until the end of 2022; a lot more take up was expected in the upcoming months.

Members asked if the Council was marketing the campaign within Wales, as well as outside Wales; as some people in the area, and surrounding areas, may not know what NPT had to offer in terms of tourist destinations. It was noted that although Wales residents were part of the target market, there wasn't an allocated budget to actively target local media as the purpose of the campaign was to encourage short breaks/ overnight stays; local media would assist in targeting day visitors but this wasn't currently an objective of the campaign. Officers mentioned that encouraging short breaks and overnight stays were a key objective, and the reason why the Tourism Team was re-established; 91% of NPT's visitors were already day visitors, and it was known from research that, although day visitors were welcome and will be encouraged, the overnight visitors make a significant contribution to the local economy. Although Officers were not actively targeting local press, it was highlighted that they would be aware of the press releases and news that was published regarding this work; if any opportunity was to arise, Officers would proceed with it, although it wouldn't necessarily be paid for marketing by the Council.

A discussion took place regarding camping provisions and electric hook up facilities across the County Borough.

Following mention of Gnoll Country Park, Officers stated that there was sensitive planning conditions associated with the area due to it being a listed landscape; this meant that there were limited accommodation options that were permissible. The Committee was informed that the work around the Gnoll Masterplan included looking at various accommodation options for the Gnoll; it was concluded that the provision of pods/self-catering accommodation was suitable and would meet visitor demand. Officers mentioned that they were looking into funding options to take this forward.

In regards to the provision of camping and caravanning, it was highlighted that the Council had received a number of enquiries from individuals with land, looking to set up sites for this; the process included Officers taking these enquiries to their fullest potential, and supporting them through the financial aid that was available. However, it was explained that there was various planning criteria that these sites would need to meet, which wasn't always appealing to the land owner. Officers were aware of the demand for camping and caravanning facilities, and would help to facilitate them where possible; however, this was only achievable if the private sector come forward with the land in order to deliver on it.

Members asked if it was possible to put these provisions in place on Council owned land, and if so, could a feasibility study be undertaken for this. Officers explained that infrastructure would need to be put in place in order to facilitate camping and caravanning; it was also important to ensure that the provision was in the right place and accessible for visitors. It was noted that the Council had previously looked at Margam Park as a potential area to cater for this type of accommodation, which could be looked into again in the future once the current proposals for the park were completed.

Following on from above, Officers stated that the provision of camping and caravanning would not necessarily provide a financial return for the Council; these sites needed to be efficiently managed, which would include having employees on site on a continual basis to answer customer queries and resolve any issues. Members were informed that the Council was not in a position to be able to do that at this current time; however, Officers were able to help encourage the private sector to look at the various opportunities available.

The Tourism Manager stated that the provision for camping and caravanning could be a scoping exercise to complete, however it would be beneficial as an action within the new Destination

Management Plan rather than a separate piece of work; the Tourism Team was a small Team and this type of work would take up significant resources if it were to be done separately. Officers highlighted the need to look into this provision, and had included reference to it in the circulated report

It was mentioned that there were areas across the County Borough which could accommodate self-contained caravans, which would require very little in terms of infrastructure; this could be an option to explore. Officers confirmed that electric hook ups weren't always needed to cater for the camping and caravanning market; this was an area of the market that the Team was keeping an eye on. It was added that where funding opportunities arise, which would allow the Council to facilitate this on its land, Officers would investigate further.

Members asked if land near the Metal Box, Milland Road, Neath could be used to facilitate camping and caravanning accommodation. Officers stated that this land was a commercial area, and the vehicle movements over the bridge was difficult; therefore, the Council would not be looking at using this site for the purposes highlighted.

The Local Member for Sandfields East confirmed that the Ward Members close to the Aberavon Seafront area, had been liaising with Officers regarding the use of land around the Seafront for camping and caravanning purposes; and they would continue to discuss the various possibilities going forward.

Officers concluded that they had been, and would continue to, explore various sites across the County Borough to identify potential for camping and caravanning facilities; however, it was important for Officers to understand the servicing of them, and what commitment and infrastructure would be required. It was noted that any proposals from Members could be included in the new Destination Management Plan, as this would provide a coherent and strategic view of what the Council was trying to achieve in the County Borough.

The potential opportunities that could arise from the Global Centre for Rail Excellence was raised. Officers confirmed that as plans developed further for this, the Team would take advantage of any opportunities to engage and increase the tourism in the County Borough.

A discussion took place regarding the Levelling Up Fund and the future Shared Prosperity Fund. Members mentioned that there was opportunities for transport investment in the Levelling Up Fund, and

that it would be useful to undertake a feasibility study around the Shared Prosperity Fund, in order to achieve the full potential from that round of funding. It was highlighted that the Levelling Up Fund was a capital fund, and the Shared Prosperity Fund will be revenue based; Officers didn't have the full details regarding the Shared Prosperity Fund, as they had yet to be released, but would update Members when this information became available.

The Cabinet Member for Regeneration and Sustainable Development encouraged all Members to lobby for funding relating to Tourism, in order to better improve the resources within the Council.

Following scrutiny, the report was noted.

#### Western Bay Area Planning Board - Governance Framework and Financial Governance, and Risk Sharing Agreement

The Committee was presented with a report which was proposing to endorse the Western Bay Area Planning Board's Governance framework and seek approval to enter into a Financial Governance and Risk Sharing agreement with the responsible authorities to the Area Planning Board (APB).

Members were informed of an error included in the circulated report, which was that part of the standard reporting writing template had been left in the report from pages 32 to 34.

Officers provided a brief overview of the report, as requested by the Committee. It was noted that the APB was not a legal entity in its own right, therefore could not carry out certain work in the name of Western Bay Area Planning Board; this meant that one of the responsible Authorities was required to take the role of banker for the APB. Members were informed that NPT Council had taken on this role; the Council would receive any funding, pay the funding to providers and would also be responsible for any contracting or commissioning. It was highlighted that over the years, on behalf of the APB, NPT Council had only been paying out on historical and legacy contracts; which Officers had been able to amend, however not change fundamentally. It was stated that if the Council was to go out to tender or similar, currently it would bare all of the risk of challenge across the Region.

It was stated that Officers had continued to monitor and evaluate services, and ensure the quality of the services that had been delivered; as well as working within the legislative provision to create new services and mitigate risks for the Council. However, it was

explained that they had not been able to regularise or formalise existing contracts; this wasn't ideal for the Authority. The Committee were informed that for a number of years, Officers had been trying to work on various agreements whereby it was either agreed to share funding or agree to risk sharing; it had taken a considerable amount of time to get to this point in which a Governance Framework and Financial Governance and Risk Sharing agreement had been adopted by the APB.

Officers explained that the Governance Framework sets out how it will operate the decision making, to ensure that it behaved in a business-like manner, it understands the remit in which it can operate and the powers that it has. It was added that the Financial Governance and Risk Sharing agreement ensured that existing contracts could be regularised, services could be re-commissioned and the tender process could be utilised going forward; this document will be signed by all responsible organisations to the APB, who likewise will need to seek approval through their respective governance structures. It was added that this will ensure that the risk relating to contracting was shared across all partners, and not held solely to NPT Council.

Members queried why it took so long to establish the framework and agreement. Officers acknowledge the length of time it took to get to this point, and highlighted that discussions had been going on for a number of years, with various agreements having been considered; some of these agreements had progressed to a certain point, and then pulled, therefore the process had to start again.

Following scrutiny, the Committee was supportive of the proposal to be considered by the Cabinet Board.

### 3. **Forward Work Programme 2021/22**

Reference was made to the workshops for the Destination Management Plan, and how the Committee would be involved in this work going forward; Officers were asked to keep Members informed of this.

A discussion took place regarding the matter of air quality, which was a topic included in the remit of this Committee. Members were asked to email the Head of Planning and Public Protection to clarify their concerns, and to highlight what further information could be added to the annual report on air quality.

Members noted the Regeneration and Sustainable Development Scrutiny Forward Work Programme for 2021/22.

**CHAIRPERSON**



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## NEATH PORT TALBOT COUNCIL

**Regeneration and Sustainable Development Scrutiny Committee**  
25<sup>th</sup> February 2022

**Report of the Head of Planning and Public Protection**  
Ceri Morris

### **Matter for Information**

**Wards Affected:** Onllwyn / Seven Sisters

### **Global Centre of Rail Excellence – Progress Update**

#### **Purpose of the Report**

To provide a progress update on bringing forward the development of the Global Centre of Rail Excellence (GCRE) as requested by Members of the Scrutiny Committee as part of their Forward Work Programme.

#### **Executive Summary**

Planning Committee conditionally approved a planning application ('outline' with all matters reserved) for the construction of a world-class rail testing facility at the head of the Dulais and Tawe Valleys on 27<sup>th</sup> July 2021.

The train, rail infrastructure and technology testing facility known as the 'Global Centre of Rail Excellence' (GCRE), will provide a unique capability in the UK and Europe to support innovation in the UK and international rail industry, including the testing of cutting-edge, green technologies.

The project represents a capital investment of circa £157m with the possibility of some 150-200 jobs created.

This report provides an update in respect of the progress made to date and an outline of the activities and key milestones that are planned over the next 12 months.

## **Background**

The Welsh Government has been working in partnership with Neath Port Talbot and Powys Councils to develop proposals for the GCRE, which will be located on the site of the Nant Helen open cast mine operated by Celtic Energy and the Onllwyn Washery Distribution Centre.

The GCRE will cover an area of around 475 hectares and will consist of two looped test tracks, one being an electrified high speed rolling stock track (6.9km long) and the other being a low speed infrastructure test track (4.5km long).

There will also be a dual platform test environment, operations and control offices, staff accommodation, shunter cabins and facilities for research and development, education and training.

The GCRE therefore offers an opportunity for significant rail investment in Wales. This would benefit Neath Port Talbot and Powys and complement the Transport for Wales focus and commitment to revitalising the rail network by providing new services and rolling stock (trains and carriages), innovative solutions and a significant programme of station investment.

The development will also be integral in supporting recovery post Covid – the UK Government having emphasised the importance of infrastructure spending to help kick-start the economy and ensure long-term economic recovery. It will also provide further opportunities for sustainable technologies associated with the rail sector (e.g. electric, battery, links to sustainable generation etc.).

## **GCRE – Overview**

The proposed GCRE aims to meet several objectives, which would address the issues and needs of the UK rail industry, which in summary are to:

- Deliver a UK-based modern and comprehensive rail testing facility to provide the capacity and capabilities for rigorous testing of rolling stock, infrastructure and integrated systems from prototype to implementation.
- Act as a catalyst for the creation of a rail technology hub in Wales, providing a flexible, open-market platform for leading R&D activity that drives innovation.
- Provide opportunities to work with industry to support skills development through high-quality employment in fair, secure and sustainable jobs that contribute to reducing regional inequality and promoting regeneration in Wales.



- Develop and test rail sector principles, standards and specifications which improve the UK's competitive strengths as a world leader in achieving carbon neutrality, contributing to an overall decrease in carbon emissions across the rail industry.

## **Phasing of Development**

The works to create the GCRE are expected to be undertaken in the following broad three phases (although delivery may not necessarily be in this order):

1. The opening of the 4.5km test track, largely for testing infrastructure and some stabling facilities in 2023;
2. The addition of the 6.9km test track primarily for testing rolling stock in 2024; and
3. The addition of expanded stabling facilities and research facilities in 2025.

### *Phase 1a – Purpose and Scope*

In respect of the current position, a 'Project Delivery Group' is now well established and meets on a fortnightly basis.

Planning Officers, along with those from the various in-house specialist teams, are continuing to discuss matters with the Consultants who have been appointed to progress the detailed work – the current focus of which is to discharge a number of planning conditions facilitating the following:

- In order to ensure that the GCRE project remains commercially viable during the construction phase it is crucial that the storage sidings are built before the end of 2022. The storage sidings will be initially required for the passive storage of up to 250 Train Cars for varying periods. This storage function will provide vital revenue for the project and enable its overheads to be covered over the first 2 years or so before the GCRE comes into service fully.
- In order to facilitate the storage sidings there will need to be a limited amount of demolition of existing structures (existing Washery buildings) and removal of the existing track bed within Phase 1a.
- Approximately 100,000m<sup>3</sup> of earthworks will be required to create a suitable profile for the sidings and ensure efficient drainage. This will result in a surplus of c.50,000m<sup>3</sup> of fill materials which will be temporarily stored within the phase until it can be redistributed at a later date to another phase of the operations.

- As well as the earthworks element of the scheme a SABs drainage application will be submitted demonstrating the sustainable drainage of the new sidings area.
- Ecological mitigation will take place prior to works in any affected areas.
- Detailed design of the sidings tracks and associated infrastructure will take place between April and July 2022 before tracks can be laid later in the year.

## **Work Programme – Overview**

The following provides an overall summary of the key elements of work undertaken to date and outlines the work programme moving forward:

- Consultants appointed to aid in discharge of early planning conditions – Sept'21 (*ongoing*).
- Earthworks Tender produced and advertised (Oct'21).
- Masterplan Tender produced and advertised (Nov'21).
- Business Plan written and finalised (Dec'21).
- Business Plan sent to Welsh Government and BEIS for evaluation and Final Investment Decision (Dec'21-March'22).
- Energy Strategy Tender Produced and Advertised (Dec'21).
- Outline Rail Systems Design Tender produced and advertised (Dec'21).
- Earthworks Tender closed and evaluated (Dec'21-Jan'22).
- Masterplan Tender closed and evaluation under way (Jan-Feb'22).
- Evaluation of Energy Strategy Tender (Feb'22).
- Evaluation of Outline Rail Design Tender (Feb'22).
- First reserved matters / planning condition submissions (Feb-March'22).
- Earthworks Commencement (Late Summer 2022).
- First Tranche of Sidings into use (Autumn 2022).
- Agree Anchor Tenancy and land / property issues with Network Rail (end of 2022).
- Higher Education led bid for separately funded Centre of Excellence in Testing and Validation (CoETV) at GCRE site to be formalised and progressed within next 6 months.

## **Financial Impacts**

No implications.

## **Integrated Impact Assessment**

There is no requirement to undertake an Integrated Impact Assessment as this report is for information purposes.

## **Valleys Communities Impacts**

The GCRE development will bring significant investment in jobs and technology, for not only our valley areas but also the County Borough and the South West Wales region as a whole.

## **Workforce Impacts**

No implications.

## **Legal Impacts**

No implications.

## **Risk Management Impacts**

No implications.

## **Consultation**

There is no requirement for external consultation on this item.

## **For Noting**

Members to note the progress made to date in bringing forward the development of the GCRE.

## **Appendices**

None.

## **List of Background Papers**

None.

## **Officer Contact**

Ceri Morris – Head of Planning and Public Protection  
Tel: 01639 686681 / Email: [c.morris1@npt.gov.uk](mailto:c.morris1@npt.gov.uk)

This page is intentionally left blank

**SCRUTINY**  
**FORWARD WORK PROGRAMME**

**March 2021 – 2022**

**Regeneration and Sustainable Development Scrutiny Committee (All starting 10am unless otherwise stated)**

Meeting Date	Agenda Item	Contact Officer
<b>2021</b>		
16 <sup>th</sup> April	Trends in Domestic Abuse	Claire Jones/Elinor Wellington
14 <sup>th</sup> May	Update Report on Active Travel	Ceri Morris
5 <sup>th</sup> June	Please see Cabinet Board FWP for Items	
30 <sup>th</sup> July	Please see Cabinet Board FWP for Items	
10 <sup>th</sup> September	Meeting moved to the following week (17 <sup>th</sup> September)	
17 <sup>th</sup> September	Update on the Audit Wales NPT Action Plan	Simon Brennan
22 <sup>nd</sup> October	Community Benefits	Simon Brennan / Claire Roach
	Rhondda Tunnel Society Presentation (Deferred to 3 <sup>rd</sup> December)	Mr Tony Moon and Mr Stephen Mackey

3 <sup>rd</sup> December	Asset Sponsorship – Update on progression	Andrew Griffiths
	Rhondda Tunnel Society Presentation	Mr Tony Moon and Mr Stephen Mackey
<b>2022</b>		
14 <sup>th</sup> January	Destination Marketing Campaign – Follow up (Please see Cabinet Board agenda for report)	Simon Brennan / Karleigh Davies
25 <sup>th</sup> February	Update on progress of Global Centre of Rail Excellence (GCRE)	Simon Brennan / Ceri Morris
31 <sup>st</sup> March (Special)		
4 <sup>th</sup> March	Meeting date changed to 25 <sup>th</sup> February (see above)	
8 <sup>th</sup> April		

